Public Right of Way ADA Transition Plan



CITY OF EVERETT Public Works April 2022

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Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973.

Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. According to the ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services.

The ADA Transition Plan is required to address the following:

- 1) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities
- 2) Describe in detail the methods that will be used to make the facilities accessible
- 3) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the duration of the transition plan is longer than one year, identify steps that will be taken each year
- 4) Indicate the official responsible for implementation of the plan

While the ADA applies to all aspects of government services, *The City of Everett ADA Transition Plan for the Public Right of Way* focuses exclusively on the public right of way maintained by the Public Works Department. Transit stops and other transit appurtenances will be included in the Transit Department's plan.

The self-evaluation inventory prepared as part of this plan is limited to evaluating physical barriers within the City Right of Way (ROW). The self-evaluation inventory contains detailed listings of City streets and pedestrian facilities that had barriers to accessibility at the time of the review. The Transition Plan documents what actions the City will take to alter its facilities within the ROW, and a schedule for those improvements.

It is the City's intent to evaluate areas of potential deficiency and make changes where necessary through implementation and continual improvement of our ADA Transition Plan. The listing of priorities is intended to facilitate public review and to solicit input regarding specific concerns of the local community.

City of Everett Pedestrian Facilities in the Right of Way

The City of Everett is the 7th largest city within the State of Washington with a history of having multiple land-use and development sequencing. The city was originally a platted small port and logging community. The city limits have been expanded over time through annexation to include areas outside of the original city limits, encompassing many mixed-use areas that are comprised of commercial, business, and residential within the same neighborhoods. Many of these areas were constructed and built to County standards since they were not part of the city at the time of original construction.

Future expansion and annexation of the city limits is restricted to the area within the State Growth Management Act (GMA) boundaries. The land-use and development standards have changed, as new laws and regulations at the federal, state, and local levels adjusted to the citizen's wants, needs, and public safety.

The land-use and development standards have a component that addresses the pedestrian use and access areas: typically, sidewalks, trails, or pathways. Original plotted areas that had wooden plank sidewalks eventually evolved into concrete sidewalks. Curb ramps were added later but were not part of the original development. A curb ramp is a short ramp that cuts through a curb or is built up to it, providing a transition from a roadway to a curbed sidewalk and vice versa.

Sidewalks within the City of Everett are constructed by the developer of the property for the public to cross other people's properties within a designated area. Areas outside of the original development did not require development of sidewalks in some areas; others required only a sidewalk on one side of the street. Sometimes only north-south street sidewalks were required while east-west had none. Some areas were developed with no sidewalks — only streets.

The City of Everett through street improvements may upgrade existing roadways to increase capacity for other functions and improve the existing sidewalks and curb ramps as part of the project. Maintenance of existing sidewalks is the duty of the abutting property owners (Everett Municipal Code 12.08.010). Three options are available to property owners to improve or upgrade their existing sidewalk:

- 1) Hire a contractor to repair and replace the sidewalk abutting their property.
- 2) Develop a Limited Improvement District (LID) where the neighbors in one area all agree to share the total cost of the project.
- 3) Partner with the City through a program in which the property owner provides the materials to upgrade sidewalks and curb ramps abutting their property, and the City provides the labor and equipment.

The addition of curbs and sidewalks to areas of the City where they currently do not exist is not applicable to this Transition Plan.

Self-Evaluation Inventory

The City has a wide variety of facilities within the ROW. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, sidewalks with curb ramps at intersections, and pedestrian activity areas. Some ROW's are unopened (not occupied for public transportation purposes) and may appear as unimproved open spaces or natural areas.

The purpose of a self-evaluation inventory is to establish a baseline database of existing conditions, which will be used to improve pedestrian facilities within the City ROW and to comply with federal, state, and City approved policies. The goal is to provide accessible pedestrian facilities and to assure compliance with all federal, state, and local regulations and standards.

The City has reviewed their pedestrian facilities to document existing conditions within the public rights-of-way. The roadways were traveled to review and document physical conditions of the roads, sidewalks, curbs, and curb ramps.

- Crews traveled 733 lane miles of streets and roadways covering over 3326 individual segments of roadway boundaries to review and document physical conditions along the roadways; 1536 intersections were reviewed and assessed
- For roadways reviewed, approximately 17 percent of City roadways have sidewalks on one, 45 percent of City roadways have sidewalks on both sides, and 38 percent do not have sidewalks on either side of the street

Inventory Methodology

The inventory evaluated intersections, mid-block crossings, and other locations in the ROW and documented where curb ramps existed. The assessment determined and recorded whether sidewalks and ramps were present at each location. If there was not a curb ramp provided at a corner within an intersection, it was noted whether a curb was present. If a curb was not provided, it was noted whether a flush transition from street to sidewalk was present or if no sidewalk was present. Measurements of curb ramps and sidewalks were recorded.

The data from this inventory was logged into notebooks, then stored in GIS format. This data is being entered into the City of Everett mapping system, which includes many elements of the ROW such as the city limits, the water, sewer, drainage, and stormwater systems, buildings, and streets. This ADA layer in GIS will show the areas of sidewalk compliance and non-compliance, which will be a resource in implementing the ADA Transition Plan for the Public Right of way.

The self-evaluation inventory will be continuously reviewed and improved. Current improvements that are in progress include data collection for the inventory of obstructions in the pedestrian access route, driveways, and shared use trails. Many barrier corrections in these categories will require collaboration with other agencies and/or private property owners.

Program Description

The City's effort to correct the deficiencies found in the self-assessment inventory will use, to the maximum extent possible, existing and prospective funding programs and sources. ADA improvements will be funded by multiple on-going City improvements, capital, and maintenance and repairs programs, including specific projects and funding sources associated with the Transportation Improvement Plan (TIP) and sewer, water, and storm water Comprehensive plans. Implementation of the transition plan will include projects completed by private contractors and City crews. Types of ADA improvements included in these projects:

- Curb ramp construction or replacement projects based upon resident request
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects
- Curb ramp construction or replacement projects based on utility projects
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the approved ADA Transition Plan
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities
- Signal retrofit projects
- Roadway widening projects

The means and methods to implement and correct the self-assessment inventory will change over time change through adaptive management.

Prioritization Criteria for ADA Work

Capital improvement projects will be prioritized through the specific comprehensive plan development process for those plans listed above. The prioritization of stand-alone ADA projects, will be as follows:

Highest Priority

- Priority identified through public input or complaints received
- Areas with high concentrations of people with disabilities
- Intersections and roadway segments serving facilities including:
 - Government offices
 - o Public schools
 - Hospitals, health clinics and health centers
 - Transit Facilities

Second Priority

- Areas with medium/mid-range concentrations of people with disabilities
- Intersections and roadway segments serving facilities including:

- o public housing
- o recreation areas, such as park entrances and sports arenas
- licensing offices
- o libraries
- o shopping malls, supermarkets, and strip retail centers
- o other major employment sites

Third Priority

- Areas with lower/low-range concentrations of people with disabilities
- Intersections and roadway segments serving facilities including:
 - Industrial areas
 - Other areas not classified as high or medium priority

A map of these priority areas is located at everettwa.gov/ADAmap or in a mapbook version at everettwa.gov/ADAneighborhood, which is included as Appendix F. Within each of these priority groups, consideration will also be given to the current condition of the existing intersection, corner or ramp. Current City practice uses accessibility guidelines and judgement based on best practices when determining whether a curb is suitable for construction or reconstruction. We expect that it will take decades to correct all Priority 1 deficiencies.

Schedule

The City of Everett has invested many years of work and will continue to invest many more to upgrade all sidewalks, traffic and pedestrian signals, and other pedestrian facilities to meet current ADA standards. This plan provides a foundation for that work, and the update process will include interim steps to continually evaluate and review scheduling needs. For information regarding past and future projects, see Appendix D & E.

Improvements not funded by the City

- WSDOT construction and renovation of roadways and facilities along State highways within the City typically includes new curb ramps and other accessibility-related improvements. While the City does not directly manage these projects, the City coordinates locations and details of the work with WSDOT.
- Private construction throughout the city often has direct impact on improvements within
 the ROW. As a condition of a Public Works permit, contractors whose projects trigger
 frontage improvements are required to construct or improve the sidewalk, including curb
 ramps and receiving ramps directly adjacent to the subject property. For larger projects,
 developers also may be required to construct intersections complete with traffic signals
 and pedestrian push button upgrades.

Methodology

The City of Everett Public Works implementation process includes repairs, maintenance, and replacement of existing public sidewalks and curb ramps within the City. The inventory compiled during our self-assessment inventory will be available on the City's GIS system. When projects are in the planning stages, designers will be able to utilize the map overlay system to identify those structures that are out of compliance. Then they can develop and execute a plan to upgrade those structures that are within the limits and scope of work for their project.

The general criteria for determining the extent of ADA work are as follows:

- If any part of a curb ramp will need to be removed as part of the project, the ramp will be upgraded
- If a Public Works project (or a private property frontage upgrade within the ROW) removes the road and the sub-base through a crosswalk (whether marked or unmarked) both curb ramps servicing that crosswalk will be upgraded
- For street overlay projects, any streets that are ground and paved through a crosswalk (whether marked or unmarked), both curb ramps servicing that crosswalk will be upgraded
- Maintenance of utilities, for example a water main break or side sewer connection repair, will not trigger the threshold for curb ramp upgrades, unless the work during the maintenance removes any part of the curb ramp. If work is needed within the curb ramp, the entire ramp will be upgraded at that location only
- For guidance regarding signals and pushbutton work, reference the Accessible Pedestrian Signals and Pushbutton Installation Policy (Appendix A)

In addition to the criteria listed above, the following will be considered when determining the extent of ADA improvements to be included in the scope of work for projects that pass-through crosswalks:

- Curb ramps that are not in compliance or safe harbor will be replaced
- Streets that have a curb at the radius but no sidewalk behind the curb: the radius and a curb ramp will be constructed
- Streets that have curbs but no sidewalks behind the curb outside of the radius: sidewalks will not be constructed as part of the project
- Pedestrian crosswalk markings will be installed according to City standards

Implementation Process

The City of Everett Public Works Department is currently engaged in an ongoing effort to construct curb ramps, sidewalks, and other pedestrian facilities at numerous locations. This construction activity involves several types of projects, including street overlay, street widening, utility construction and other capital improvement projects in the ROW.

Transition Plan Responsible Parties and Authority

A key to ensuring timely and effective implementation of the City of Everett's ADA Transition Plan for the Public Right of Way is coordination among the various departments, divisions, offices, and groups involved in this effort. The Transition Plan should be reviewed and accepted by the following individuals, as their groups are responsible for implementation of the plan:

- Director of Public Works
- City Engineer
- City Building Official
- Permit Services Manager
- Maintenance Superintendent
- Streets Maintenance and Operations Supervisor
- Engineering Services Manager

Specific tasks that the group should undertake and oversee include:

- Monitor the status of construction of curb ramps, curbs, sidewalks and pedestrian islands
- Update the ADA Transition Plan for the Public Right of Way annually
- Recommend revisions/modifications to the policy to implement the ADA Transition Plan
- Review public requests
- Discuss variances and deviations to the standards
- Determine technical infeasibility
- Evaluate the City's current curb ramp designs on an on-going basis
- Investigate alternative curb ramp designs where the ROW allows
- Evaluate information from the Public Rights-of-Way Accessibility Guidelines (PROWAG) of the U. S. Access Board for purposes of verifying current curb ramp designs reflect the latest access standards
- Evaluate the need for additional funding and look for new funding opportunities

Private Developers' Improvements Evaluation

The City's Building and Permit Services Division reviews proposed private developments, both residential and commercial, including the scope and impact of such plans on access improvements to streets and sidewalks within the right of way and on private property. This review includes identification of areas where the City may require the developer to provide improvements for enhanced access, such as the installation of sidewalks.

Responsibilities

Public Works encompasses a number of divisions and work groups that have specific duties and responsibilities under the ADA. The department takes a team approach to the implementation of the transition plan. The team includes Engineering Services, Maintenance, Resource Project Management, Building and Permit Services, Construction Management and Construction Inspection.

Engineering

- Maintain the City Design and Construction Standards and Specifications for Development, including review of codes and standards relating to ADA
- Develop and implement the City's Accessible Pedestrian Signal and Pushbutton (APS) Policy (Appendix A)
- Develop as-built drawings for construction projects
- Track components of the transition plan completed as part of their projects
- Track the costs of the ADA components completed as part of their projects
- Include MEF (Maximum Extent Feasible) documentation in the post-construction project as-built file for the construction projects within the ROW, if applicable.
- Track the Transportation Advisory Committee meetings
- Facilitate City Council meetings and approvals, when needed
- Participate in neighborhood meetings, public meetings, and meetings with the abutting property owners

Maintenance

- Provide input as part of the on-going development and updates to the City Design and Construction Standards and Specifications for Development
- Construct curb ramps and sidewalks for City maintenance activities
- Construct curb ramps and sidewalks
- Track components of the transition plan completed by Maintenance
- Track the costs of the ADA components completed by Maintenance
- Include MEF (Maximum Extent Feasible) documentation in the post-construction project as-built file for the construction projects within the ROW, if applicable
- Review and develop the self-assessment for the ROW
- Respond to service requests to make temporary repairs or replacements of obstructions
- Meet with individuals requesting accommodations and prioritize assistance to make the accommodations when possible within the ROW system
- Track service requests and action taken related to ADA components

Resource Project Management

- Provide input as part of the on-going development and updates to the City Design and Construction Standards and Specifications for Development
- Design utilities construction projects to include the current design standards for ADA compliance for the scope of work
- Produce the as-built for their construction projects
- Track components of the transition plan completed as part of their projects
- Track the costs of the ADA components completed as part of their projects
- Include MEF (Maximum Extent Feasible) documentation in the post-construction project as-built file for the construction projects within the ROW, if applicable

Building and Permit Services

- Review project design criteria during pre-construction, permit review and construction so
 that the constructed elements meet the current ADA requirements prior to approval or
 acceptance of the constructed work in the ROW
- Include MEF (Maximum Extent Feasible) documentation in the post-construction project as-built file for the construction projects within the ROW, if applicable

Construction Management and Construction Inspection

- Review project design criteria during pre-construction and the construction so that the constructed elements meet the ADA requirements prior to approval or acceptance
- Inspect and monitor field work for ADA compliance
- Track MEF (Maximum Extent Feasible) documentation in the post-construction project file for the project, if applicable. Work with the project manager to ensure MEF captures what was constructed as part of the project.
- Track components of the transition plan completed
- Track the costs of the new ADA components completed

Field Inspections and Monitoring

The monitoring of construction activities and the reporting of the status of improvements will assure an effective overall implementation process. This section details the methods and procedures for monitoring these construction activities and for tracking the compliance with the ADA Transition Plan for the Right of Way at construction locations within the City.

Curb ramps and sidewalks currently being constructed are inspected by the City. The types of projects under which curbs ramps and other improvements are or will be constructed and inspected are the following:

- 1) Curb ramp or sidewalk construction or rehabilitation undertaken as part of capital improvement projects or other specialized construction projects
- 2) Curb ramp or sidewalk construction or rehabilitation undertaken by other agencies or private parties within the City
- 3) Curb ramp or, sidewalk construction or rehabilitation undertaken as part of the City maintenance program

Specific procedures for inspections are recommended to be as follows:

- 1) Every curb ramp constructed will be inspected by a Department inspector within ten days after the completion of the curb ramp construction. All inspectors will be appropriately trained to know and understand the ADA and City Standards, and the measurements necessary to inspect curb ramps and other improvements as they are constructed.
- 2) All dimensions are inspected using a tape measure to verify that all dimensions meet or exceed the ADA standards
- 3) Slopes and gradients are inspected using a Smart-level or equal slope-measurement tool to verify that slopes and gradients meet or exceed the ADA standards
- 4) Physical conditions relating to the curb ramp and related construction are to be inspected to verify that construction meets or exceeds the ADA standards
- 5) Physical conditions relating to the installation of accessible pedestrian signals are to be inspected to verify that all installations meet or exceed the ADA standards
- 6) Physical conditions relating to the installation of sidewalks are to be inspected to verify that installations meet or exceed the ADA standards
- 7) Dimensions, slopes, and other conditions verified in 2, 3, 4, 5, and 6 above are to be recorded by the inspector

Public Participation and Input

The ADA Transition Plan for the Public Right of Way will be made available to the public. The following describes the various ways that the public will be given opportunities to provide input on the transition plan and the implementation process.

- A virtual open house will occur in March 2021, which will include a survey for public input.
- The City of Everett will present the ADA Transition Plan for the Public Right of Way to the Transportation Advisory Committee (TAC) in Everett on March 18, 2021. The TAC is required by Everett City Charter and is the public advisory committee for the transportation comprehensive plan, which includes the ADA component. The presentation will focus on the plan's purpose, objectives, scope, and schedule. The TAC will be given transition plan updates and participate in the development of the implementation plans.
- Newspaper notification of proposed projects
- Permit notifications and public comment periods. For example, City of Everett shoreline permits, SEPA, NEPA, and other local permits have public notification requirements
- Public comments will be received at City Council meeting presentations of the Transportation Comprehensive Plan and all City projects and/or contracts
- Personal comments are received by City employees through emails, telephone conversations, neighborhood meetings, and recorded as service requests
- Reasonable accommodation statements and processes will be incorporated into public notices, hand-outs, maps, and other communication and related material

The City of Everett's website will be used as an additional means of disseminating information on the ADA Transition Plan for the Public Right of Way. By using the website, the public will be able

to obtain information on the Transition Plan's purpose, schedule and timeline, approved and revised documents, public involvement opportunities and contact information.

The ADA Transition Plan will be provided in various alternative formats upon written request. Requests for copies of the ADA Transition Plan for the Public Right of Way should be directed to:

City of Everett Public Works: ADA Compliance Team 3200 Cedar Street Everett, WA 98201

Voice Phone: 425-257-8821

TTY/TDD: 7-1-1 (Washington Relay Service)

Fax: 425-257-8882

The City is required to adopt and publish grievance procedures providing for prompt review and equitable resolution of complaints alleging any action that would be prohibited by Title II of the ADA. City of Everett Public Work Department's grievance procedure is described in Appendix B.

Applicable Reference Codes and Standards

The City of Everett Design and Construction Standards and Specifications for Development are used for both City projects and private development. These standards are reviewed regularly to ensure that they comply with applicable federal and state code revisions.

It is the City's intention to use the Manual for Uniform Traffic Control Devices (MUTCD), the DRAFT Public Rights-of-Way Accessibility Guidelines (PROWAG) and engineering judgment in the development of City Design and Construction Standards to comply with ADA. Further guidance is available in 28 CFR Part 35 and WSDOT's Local Agency Guidelines (LAG) Manual Chapter 29.

(1) The Americans with Disabilities Act Standards for Accessible Design (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, binding regulatory law in 1992, with several revisions through July 1998. (Note: Some jurisdictions mistakenly use a revised edition of these standards dated September 1994; this edition was never approved and should NOT be used.) The ADAAG guidelines were written to apply to newly constructed places of public accommodation. The ADAAG is an appendix to Title III of the ADA. The technical standards of the ADAAG also provide a technical definition for accessible elements. These guidelines were not written to specifically apply to public facilities, which must provide equal access to people with disabilities to all programs and services of local and state governments. Therefore, while meeting the technical requirements of the ADAAG assures owners of places of public accommodation of full compliance with the ADA, such technical compliance may not be sufficient to provide full access to programs and services for government entities.

(2) Proposed Public Rights-of-Way Accessibility Guidelines published by the U.S. Architectural and Transportation Barriers Compliance Board. These proposed guidelines were published in July of 2011 for public comment. Public comment was extended and received through February 2012. The proposed accessibility guidelines are for the design, construction, and alteration of pedestrian facilities in the public right of way. The guidelines, when adopted, are intended to ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right of way by state and local governments are readily accessible to and usable by pedestrians with disabilities.

PUBLIC WORKS - ENGINEERING

POLICY/PROCEDURE

TITLE Accessible Pedestrian Installation Policy	NUMBER 18-01	
Effective Date	SUPERCEDES	PAGE NUMBER
12-31-2020		1 of 4

Section Index: 1.0 Purpose

2.0 Scope

3.0 Installation

1.0 Purpose

The purpose of this policy is to establish a reasonable and consistent policy for installing APS.

It is the City's intention to use the Manual for Uniform Traffic Control Devices (MUTCD) section 4E.09, the DRAFT Public Right of Way Access Guidelines (PROWAG) and engineering judgment in the provision of and location of accessible pedestrian signals and pushbuttons¹(APS) at traffic signals. Further guidance is available in 28 CFR Part 35 and WSDOT's Local Agency Guidelines (LAG) Manual Chapter 29.

Accessible Pedestrian Signals (APS) consist of a pedestrian pushbutton with integrated vibrotactile and audible versions of the visual indications presented by pedestrian signal displays as well as a descriptive sign. APS are required at any location with a pedestrian display – even if there was no pedestrian detection previously. This is due to the obligation to provide non-visual indication of the pedestrian phase.

2.0 **Scope**

Except where noted below, when APS improvements are made, they will be made on a per crossing basis within the associated system being improved. APS includes audible and vibrotactile indications of the WALK interval. Depending on the scope of work, installation of these devices may require improvements to existing sidewalks and curb ramps to ensure ADA compliance.

- 2.1 Requests: Requests for APS signals from the public will be responded to in a timely manner³ and the consideration for installation will be done in accordance with applicable sections of the ADA.
- 2.2 New construction: New construction of traffic signal projects requires installation of APS and associated accessible features when pedestrian signals are installed. When APS and countdown pedestrian display improvements are made for new construction, they will be made for all locations and crossings associated with the system being installed.
- 2.3 Contractor installed curb ramp replacement at traffic signals: Altering or replacing curb ramps by a Contractor requires installation of APS for each crossing impacted by the work. The altered or new curb ramps will install APS pedestrian pushbuttons at

accessible locations and pushbutton posts may be required (see section 3.0 below). If the far side crossing does not require curb ramp replacement, then the far side APS pushbuttons will be installed on the signal pole housing the existing pedestrian pushbutton if one exists, or closest accessible signal pole if one does not exist, facing the intersection and parallel to the crosswalk served. Other existing pedestrian pushbuttons on signal poles may need to be relocated to achieve proper APS pushbutton installation.

- 2.4 Routine maintenance and minor work at traffic signals: Projects, including but not limited to emergency repairs⁴, signal timing adjustments (including signal phasing or coordination changes), vehicular detection installation and repairs, installation and repair of CCTV or other cameras, vehicular signal head upgrades and repairs, and repair of pedestrian detection do not require installation of APS and associated accessible features.
 - Signal controller software upgrades and repairs and/or cabinet upgrades and repairs that do not alter the operation or display of pedestrian signals do not require installation of APS and associated accessible features.
- 2.5 Other traffic signal affected projects: For traffic signal affected projects that are not new construction, routine maintenance and minor work or curb ramp replacement projects:
 - 2.5.1 Where the project scope, includes the alteration, installation or replacement of any pole to which a pedestrian pushbutton is attached, installation of APS on poles in accessible locations is required on a crossing by crossing basis. Relocation of poles may be required to achieve accessibility. Construction or alteration of curb ramps is not required unless out of compliance or "safe harbor" identified curb ramps (including landings) are disturbed while installing the APS system.
 - 2.5.2 Where the project scope, does not include the alteration, installation or replacement of any pole to which a pedestrian pushbutton is attached, installation of APS at existing pushbutton locations is not required unless Contractor installed curb ramps are being installed (see section 2.3 above).
 - 2.5.3 Signal controller software upgrades and repairs and/or cabinet upgrade and repairs that alter the operation or display of pedestrian signals require installation of APS at existing pushbutton locations. Relocation of poles, construction or alteration of curb ramps, etc. is not required.
 - 2.5.4 Adding or revising pedestrian signal heads or pedestrian detectors require installation of APS at existing pushbutton locations. Relocation of poles, construction or alteration of curb ramps, etc. is not required.
 - 2.5.5 In addition to the areas above, APS will be installed through fulfillment of the City's obligations to complete its ADA Transition Plan.

3.0 Installation

Existing signal poles that meet all accessibility requirements will be used whenever possible to install APS pushbuttons. Unless the City Traffic Engineer has approved installing APS pushbuttons on existing signal poles or otherwise noted by the City Traffic Engineer APS pushbuttons should be installed as follows:

3.1 Location Requirements:

- 3.1.1 Not greater than 5 feet from the crosswalk line (extended) that is farthest from the center of the intersection.
- 3.1.2 Unless approved by the City Traffic Engineer, between 5 and 10 feet from the edge of the curb, shoulder, or pavement.
- 3.1.3 Mounting height: 36 inches.

3.2 Clear Space Requirements:

- 3.2.1 Grade: 2% maximum running and cross slopes.
- 3.2.2 Clear space dimensions: 30 inches minimum width by 48 inches minimum length per ADA minimum dimensions.
- 3.2.3 Clear space is allowed to overlap other pedestrian access route (PAR) elements (i.e., sidewalk/curb ramp landing).
- 3.2.4 Clear space must be connected to the crosswalk served by the pedestrian pushbutton with a PAR.
- 3.2.5 Additional maneuvering space may be required if the clear space is constrained on three sides (see PROWAG).

3.3 Reach Range Requirements:

- 3.3.1 The provided clear space must be within reach range of the pedestrian pushbutton.
- 3.3.2 For a parallel approach pedestrian pushbutton that has a mounting height 46 inches or less the reach range is 24 inches maximum; however, design for 10 inches or less reach range whenever possible.
- 3.3.3 Design of forward approach pedestrian pushbuttons is not allowed as, the reach range is 0 (zero) inches maximum regardless of mounting height.
- 3.4 Additional Pedestrian Signals (APS) Pushbutton Requirements:
 - 3.4.1 APS pushbuttons have a locator tone that operates during the DON'T WALK and the flashing DON'T WALK intervals only.
 - 3.4.2 APS pushbuttons have both audible and vibrotactile indications of the WALK interval.
 - 3.4.3 Except where approved by the City Traffic Engineer, APS pushbuttons and signs are installed facing the intersection and oriented parallel to the crosswalk served.
 - 3.4.4 APS pushbuttons have a tactile arrow that indicates the crossing direction activated by the pushbutton.
 - 3.4.5 APS pushbuttons provide a high contrast (light-on-dark or dark-on-light) against its background.
 - 3.4.6 If the pedestrian clearance time is sufficient only to cross from the curb or shoulder to a median to wait for the next cycle, then an additional APS pushbutton shall be provided in the median.
 - 3.4.7 The desirable spacing between the APS pushbuttons is 10 feet minimum (5 feet minimum spacing on medians and islands), wherever feasible.
 - 3.4.8 If the spacing between the APS pushbuttons is 10 feet or greater, the audible WALK indication is a percussive tone.

3.4.9 If the spacing between the APS pushbuttons is less than 10 feet, the audible WALK indication is a speech walk message, and a speech pushbutton information message is provided.

Refer to the MUTCD Section 4E.09 for further design guidance. Also, consult with Public Works Traffic Operations for current equipment specifications and additional maintenance requirements.

Issued by:	Cory north	
,	Corey Hert, City Traffic Engineer	
Approved by:	Jim Miller, City Engineer	
Approved by:	Prior Sace Public Works Director	



City of Everett Public Works ADA Grievance Procedure

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **City of Everett Public Works**. This grievance procedure does not apply to complaints relating to employment by the City of Everett.

The complaint should be in writing and contain information such as name, address, phone number of complainant and location, date, and description of the problem. There is an ADA Grievance Form that should be used when submitting a complaint in writing. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

ADA Compliance Team City of Everett Public Works 3200 Cedar Street Everett, WA 98201

Voice Phone: 425-257-8821

TTY/TDD: 7-1-1 (Washington Relay Service)

Fax: 425-257-8882

Within 15 calendar days after receipt of the complaint, the City's *Traffic Engineer* or designee will meet with the complainant to discuss the complaint and possible resolutions. Within 30 calendar days of the meeting, the City's *Traffic Engineer* or designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Everett Public Works and offer options for substantive resolution of the complaint.

If the response by the City's *Traffic Engineer* or his designee does not satisfactorily resolve the issue, the complainant and/or designee may appeal the decision within 15 calendar days after receipt of theresponse to the **City Engineer or Director of Public Works** or designee.

Within 15 calendar days after receipt of the appeal, the **City Engineer or Director of Public Works** or designee will meet with the complainant to discuss the complaint and possible resolutions. Within 30 calendar days after the meeting, the **City Engineer or Director of Public Works** or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the City's *Traffic Engineer* or his designee, appeals to the City Engineer or Director of Public Works or his designee, and responses from these two offices will be retained by the City of Everett for at least three years.

Public Works ADA Grievance Form

Contact Information

This information will be used to contact you. A contact name, address, email, and telephone number are required.

First Name	Last Name
Address 1	
City	State Zip
Location of S	ervice Requested if different than contact address. Please include cross streets and landmarks.
	be the type of request, problem, or concern:
Date of Requ	uest
Response:	

Appendix C: Self-Evaluation Inventory

City of Everett Public Works began the self-evaluation inventory process in 2011. The inventory data was compiled in 2016. In 2018, the City developed a webpage for Pedestrian Facilities in the Right of Way.

Public works is digitizing the self-evaluation inventory data, which is available online at gismaps.everettwa.gov/apps/MapEverettDE.

The inventory includes the following:

- Curb Ramp Inventory
- Sidewalk Inventory
- Pedestrian Crossing Inventory
- Accessible Pedestrian Signal Inventory
- Parking Inventory
- Transit Stop Inventory
- Guidance Sign Inventory
- Shared Use Trail Inventory
- Right of Way (ROW) Appurtenance Inventory

Streets Maintenance Completed ADA Work

The Streets Maintenance Division responds to many requests for ADA-related work. They're tasked with maintaining records of the location and scope of work at each location. Using their tracking system, the following data was compiled:

Year work completed	Locations of sidewalk work	Curb ramps	Other ADA*
1999	303	24	0
2000	421	28	1
2001	369	18	1
2002	270	25	3
2003	550	16	0
2004	271	10	0
2005	311	24	0
2006	478	30	0
2007	373	17	0
2008	299	21	2
2009	388	27	12
2010	780	25	17
2011	315	30	24
2012	239	86	95
2013	231	53	45
2014	353	81	75
2015	369	55	54
2016	380	60	57
2017	346	64	57
2018	286	94	-
2019	161	58	-
2020	197	35	-
2021	256	51	-

^{*}Other ADA is a category no longer used by Public Works

Accessible Pedestrian Signals Progress Summary

City of Everett Accessible Pedestrian Signal (APS) Transition Plan Summary			
	Completed Crossings with APS	Total Crossings with APS	% Completion for the City**
Self-Evaluation	24	24	4%
2013	7	31	5%
2014	19	50	9%
2015	2	52	9%
2016	64	116	20%
2017	30	146	25%
2018	16	162	28%
2019	25	187	32%
2020	24	211	36%
2021	8	219	38%
Total Crossings in Everett (1-1-2022)*	582		

^{*} Subject to change with construction of new or altered intersections

Private Developer Installed Public Facilities Improvements

	New	Replaced	New	Replaced	Curb	Crosswalks
	Sidewalk	Sidewalk	Curb/Gutter (LF)	Curb/Gutter (LF)	Ramps	
	(LF)	(LF)				
2017	N/A*	884	N/A*	884	4	0
2018	N/A*	3417	N/A*	3435	20	7
2019	7150	1958	7152	1126	39	12
2020	2130	2512	1980	989	13	4
2021	395	1786	210	1611	7	0

^{*}In 2017 and 2018, we didn't track new vs. replaced sidewalk and curb/gutter. All data included in "replaced" column for those years

^{**} Based on Total Crossings as of 1-1-2022

City of Everett Six-year Transportation Improvement Program

https://everettwa.gov/DocumentCenter/View/25845/Everett-TIP-2021-2026-PDF?bidId=

Everett Public Utilities Capital Improvement Program (CIP)

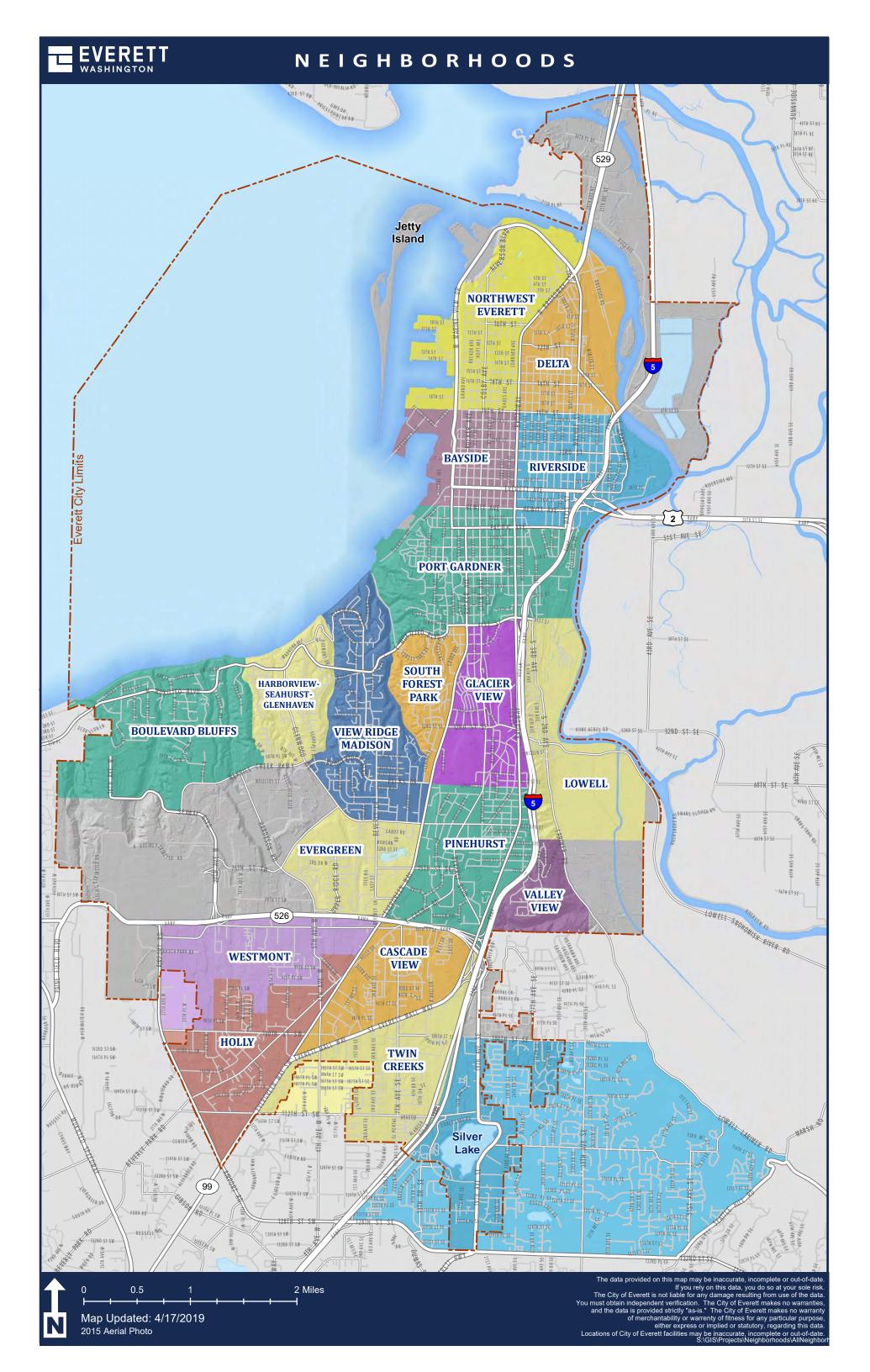
https://everettwa.gov/DocumentCenter/View/22864/Section-4---Capital-Program

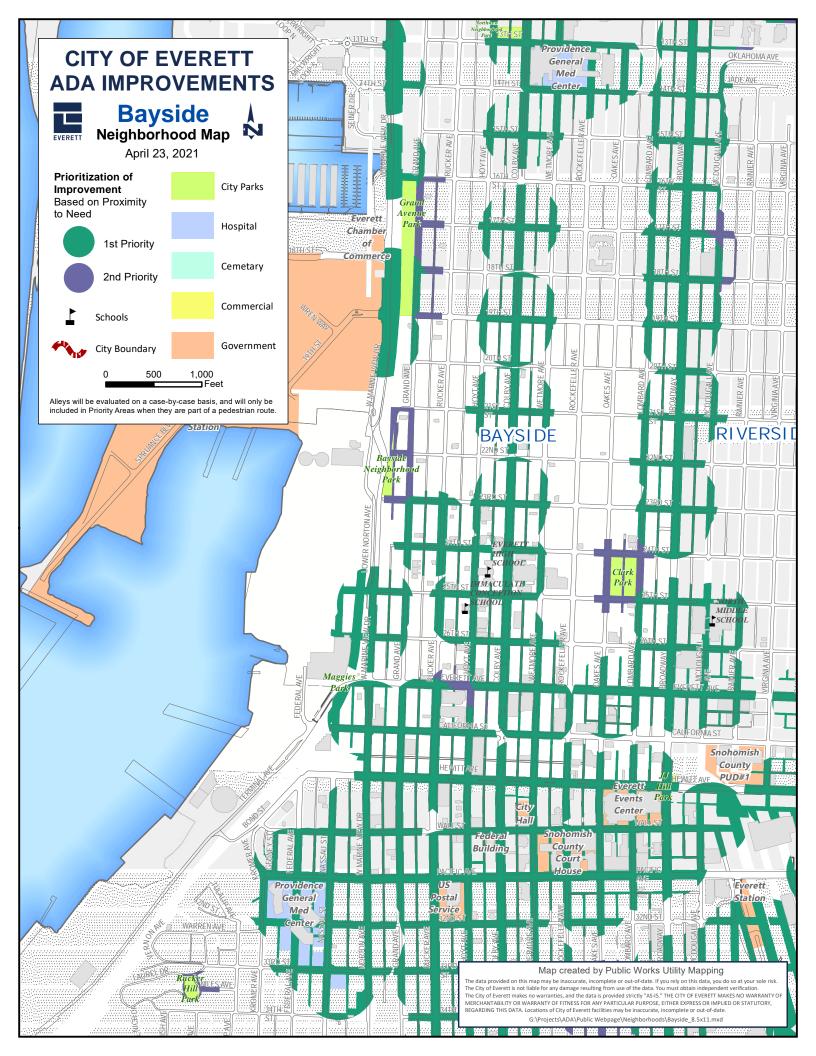
HMA Overlay Program

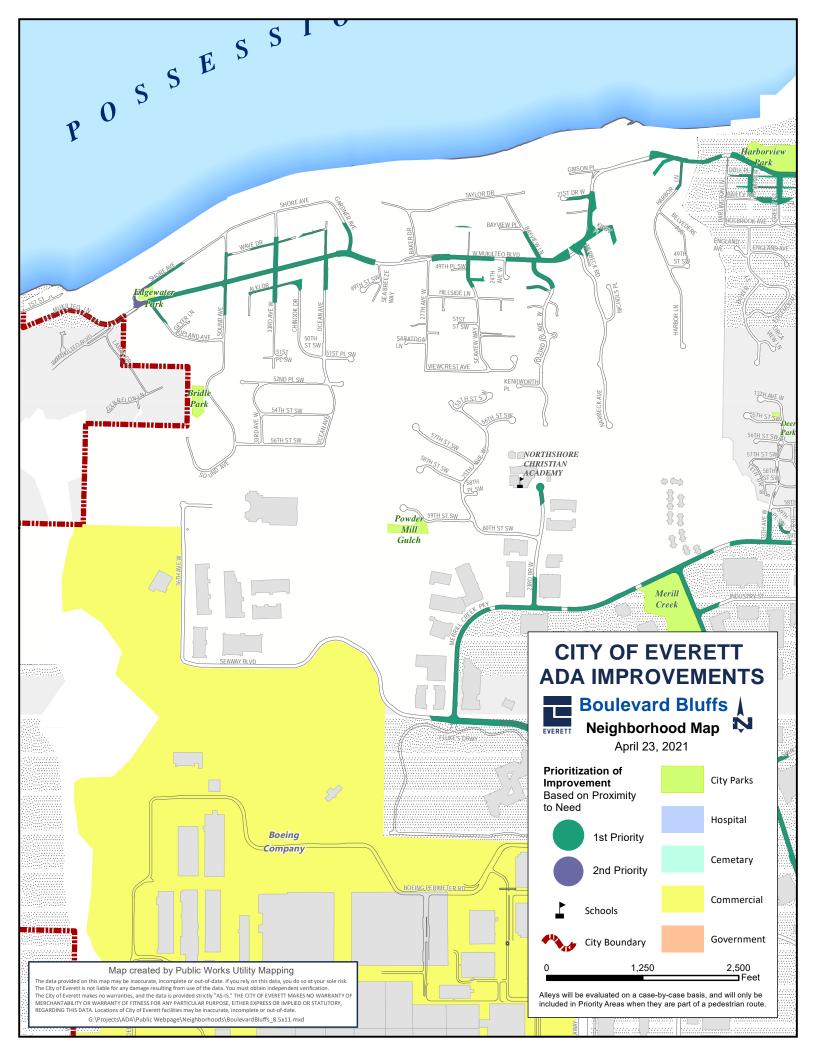
https://everettwa.gov/1738/Summer-Street-Paving-in-Everett

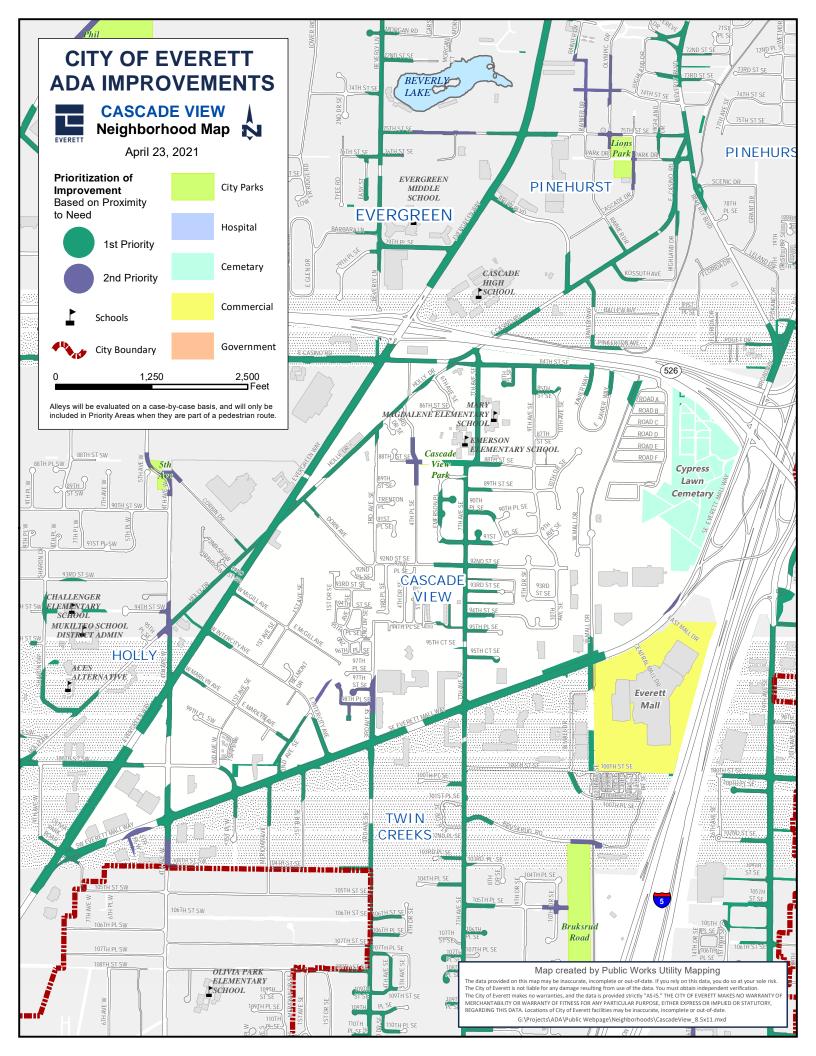
Appendix F: Prioritization Neighborhood Maps

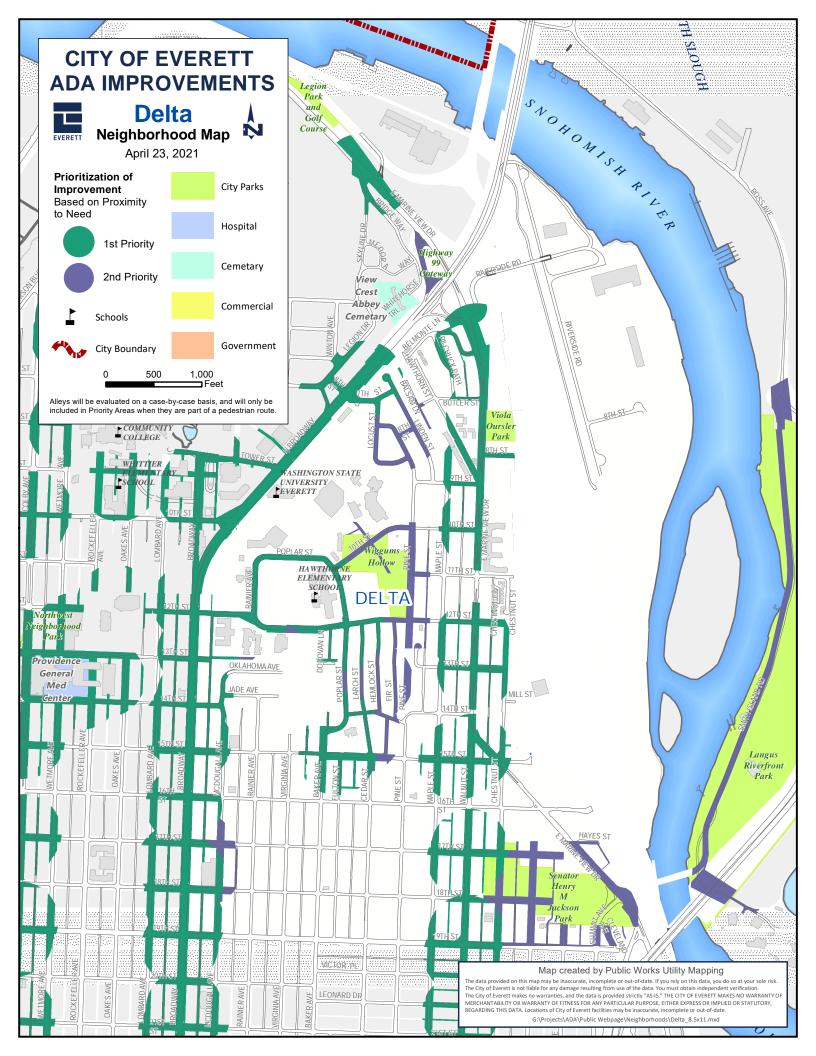
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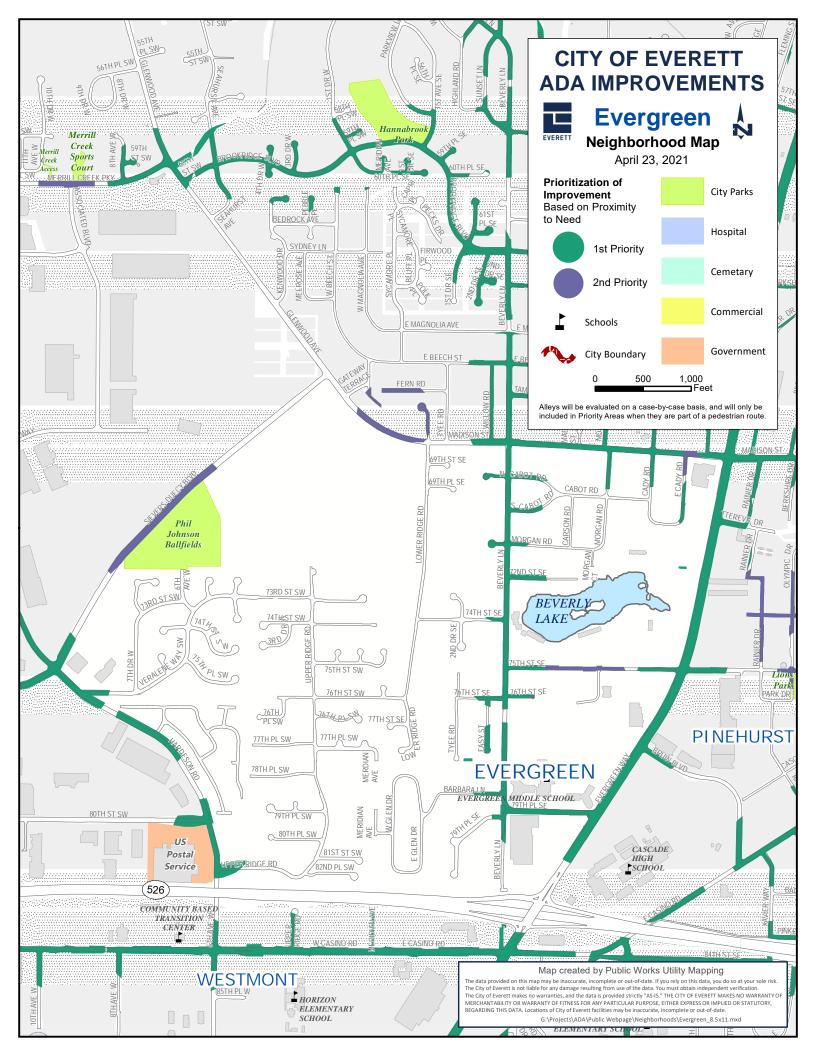


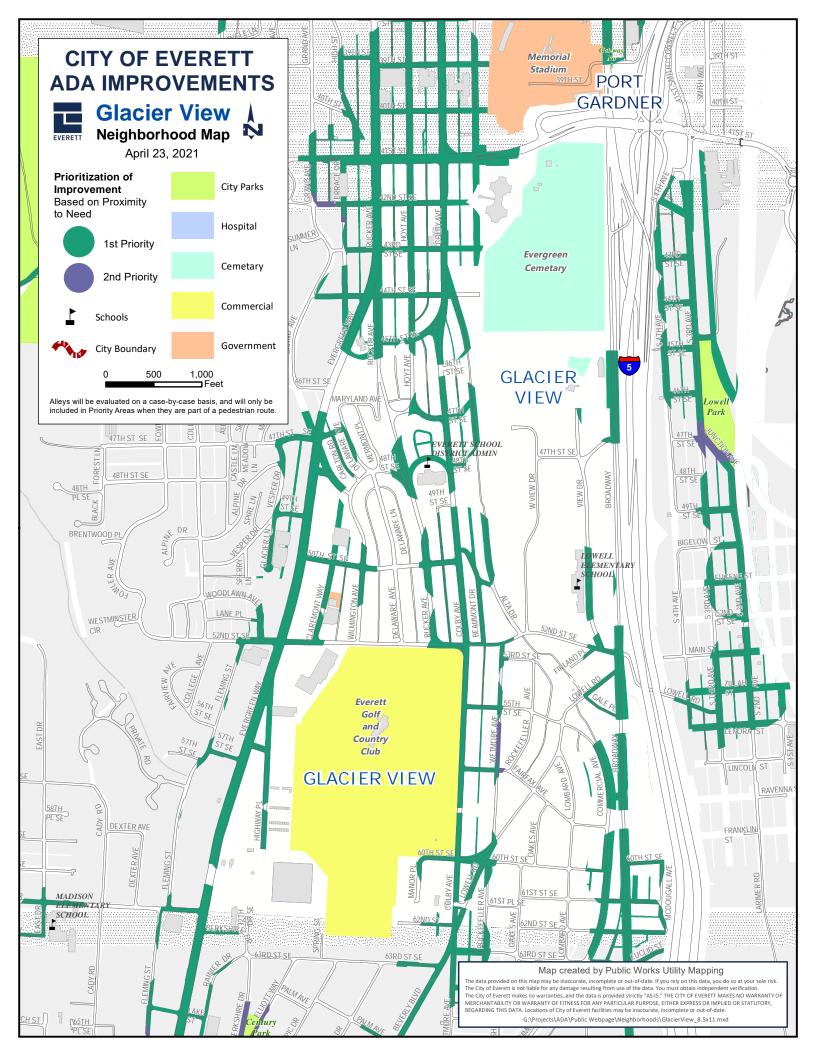


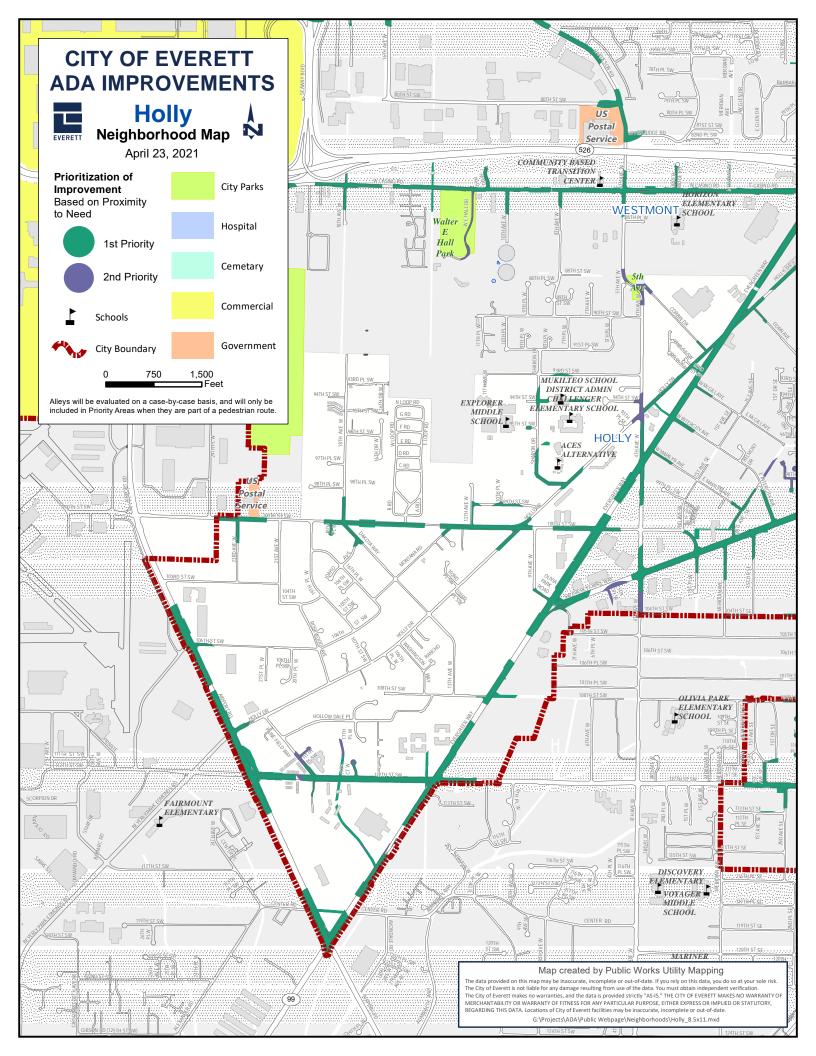


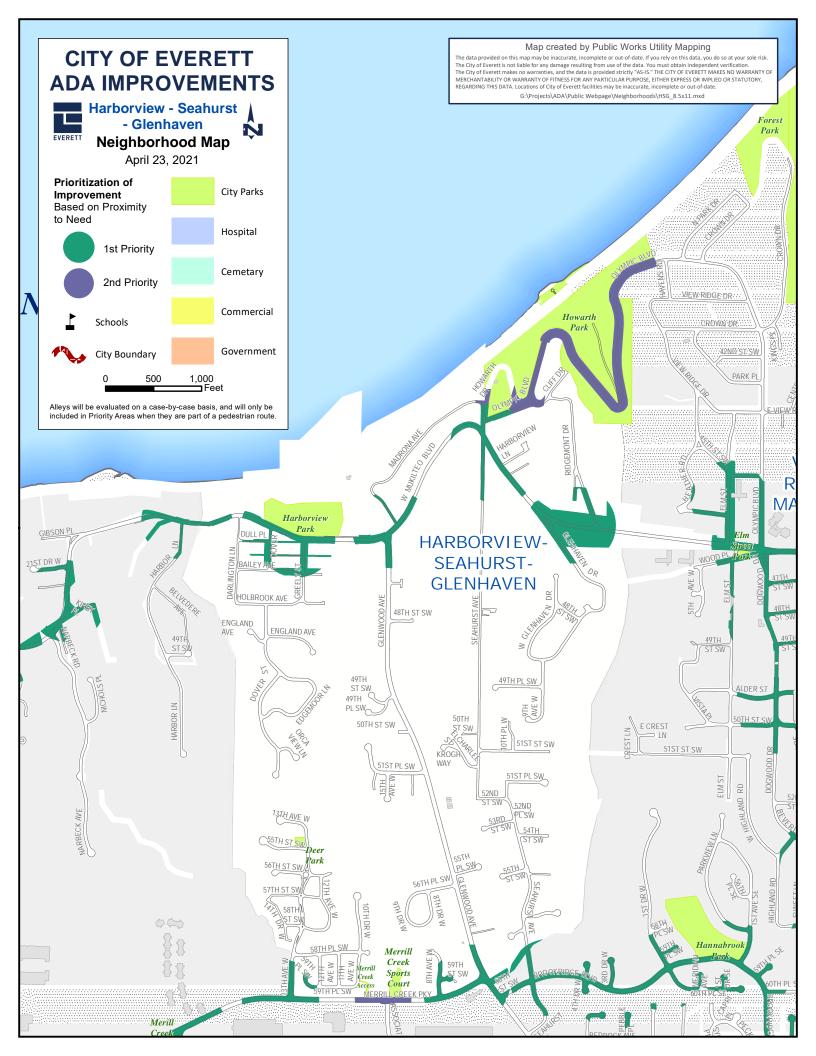


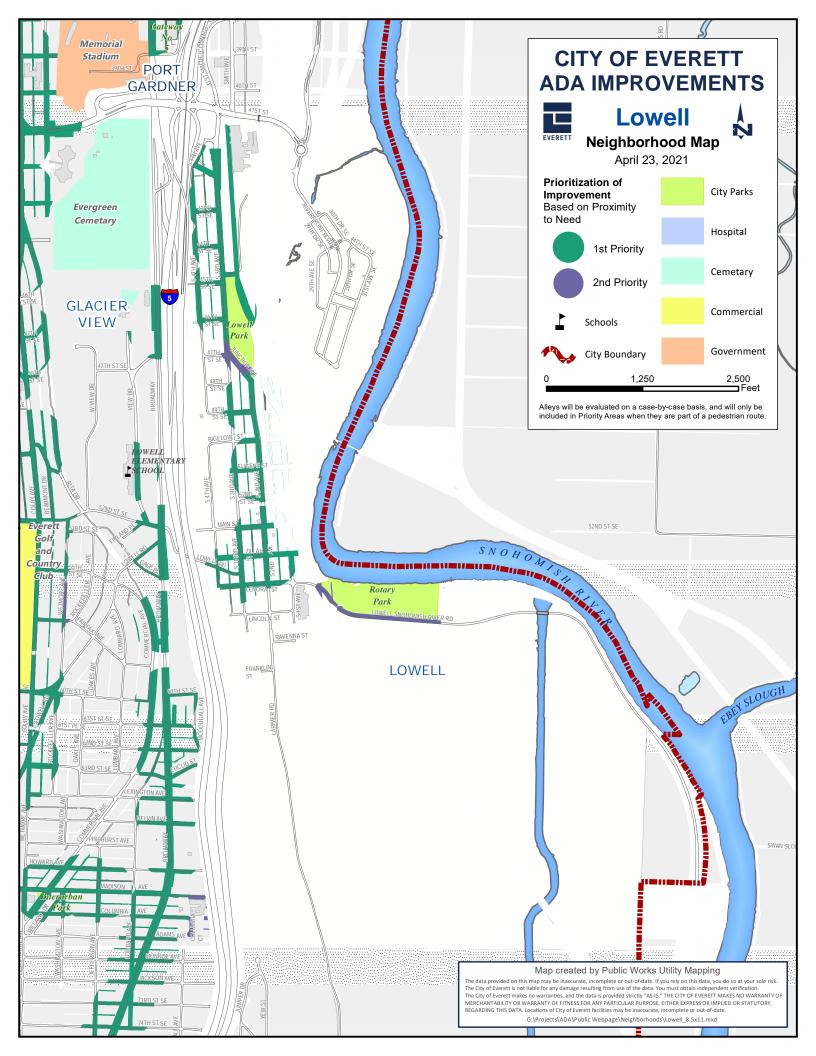


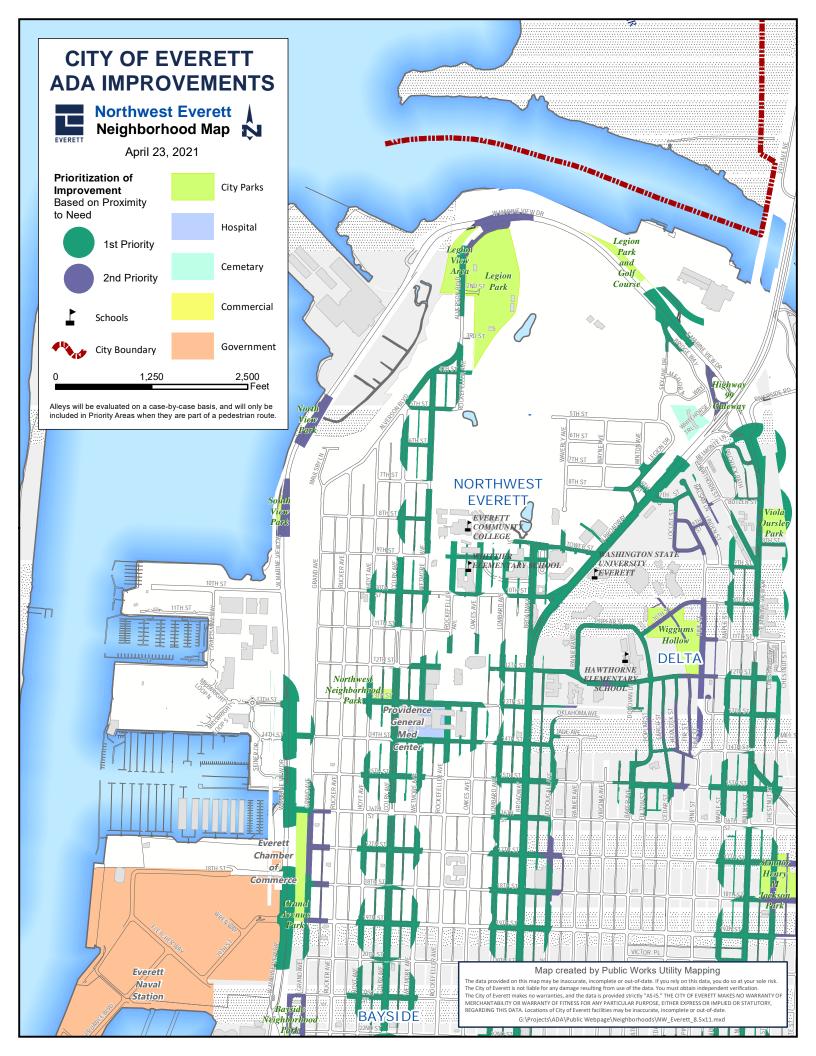


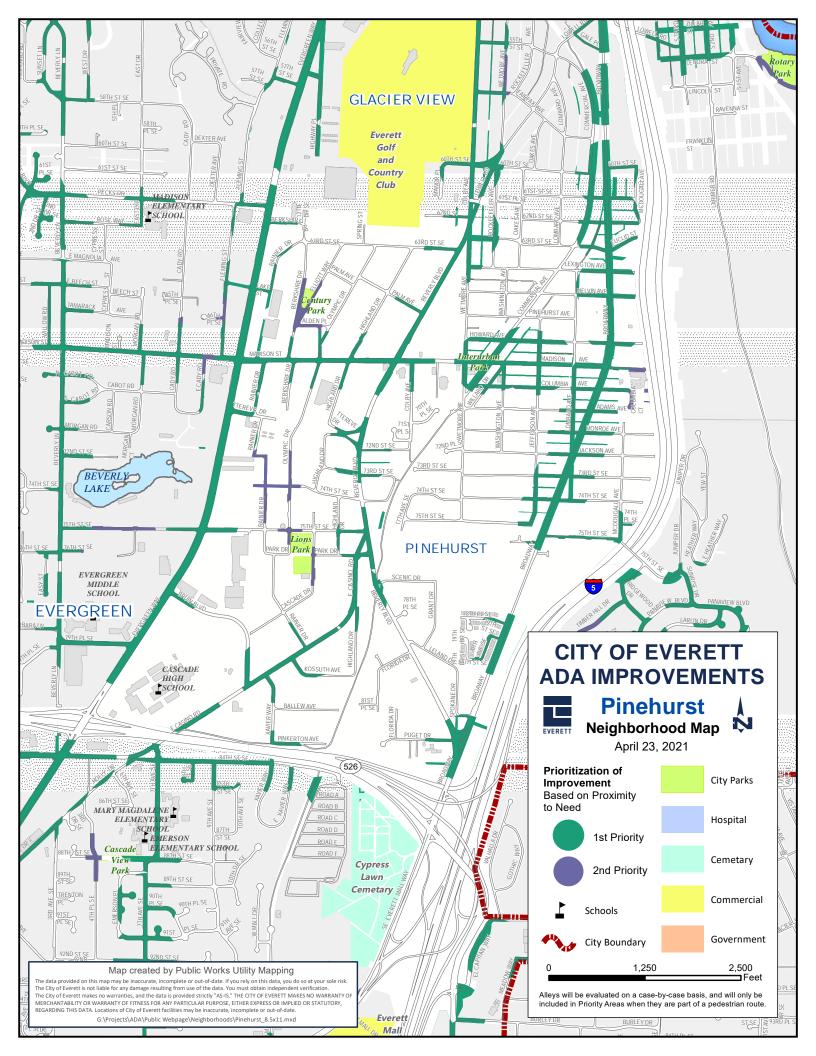


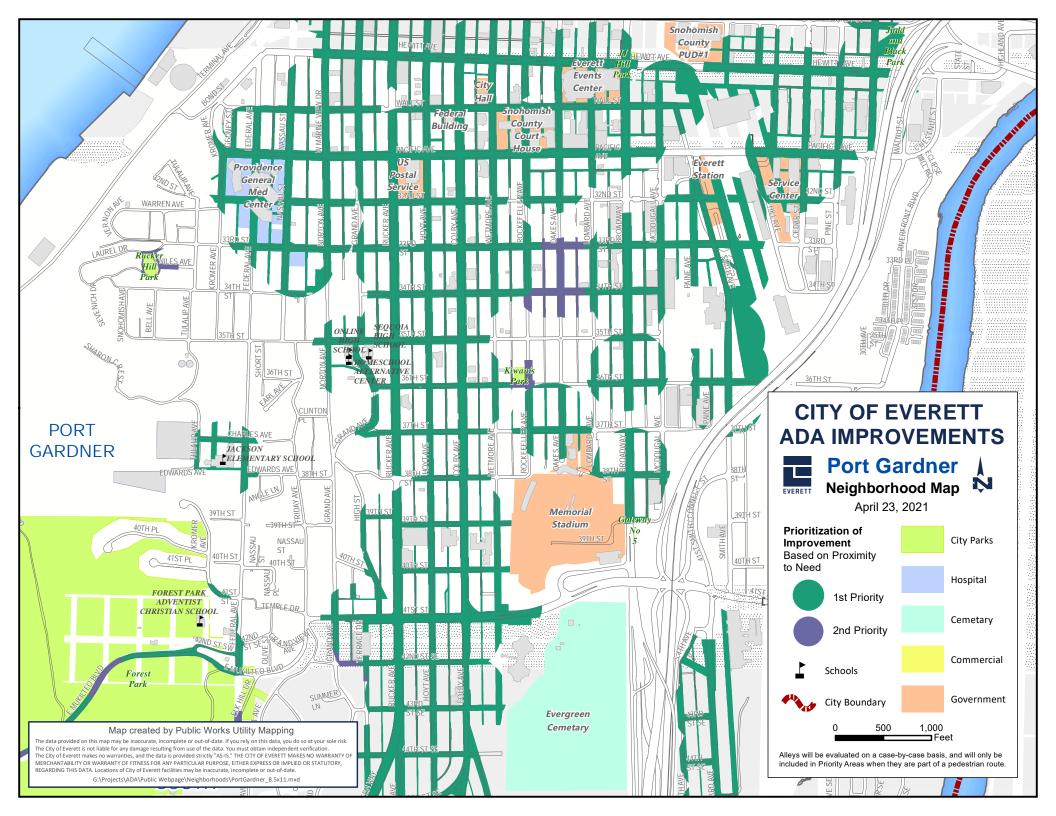


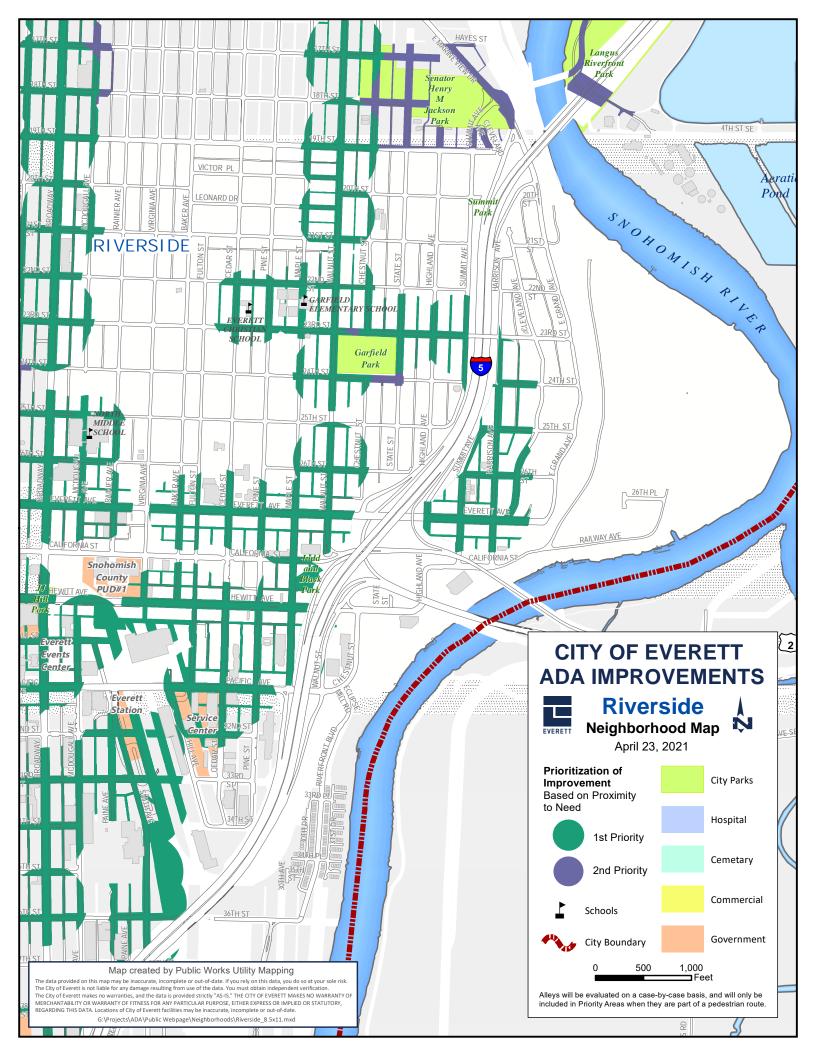


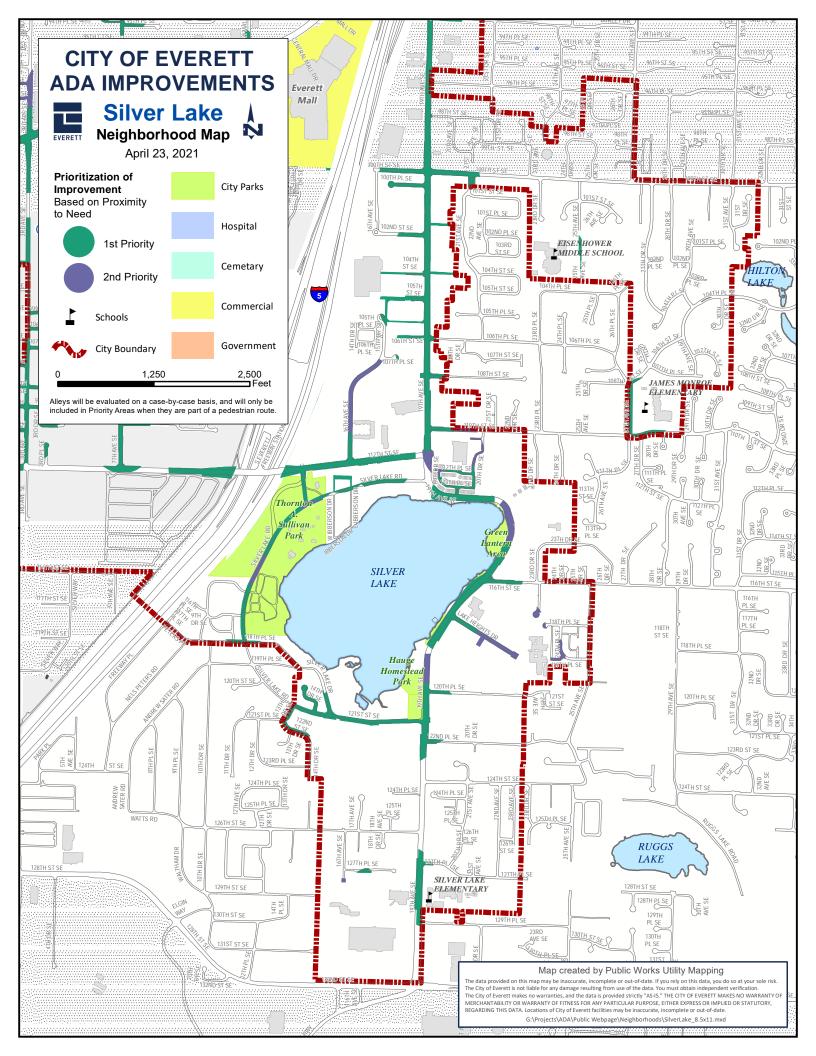


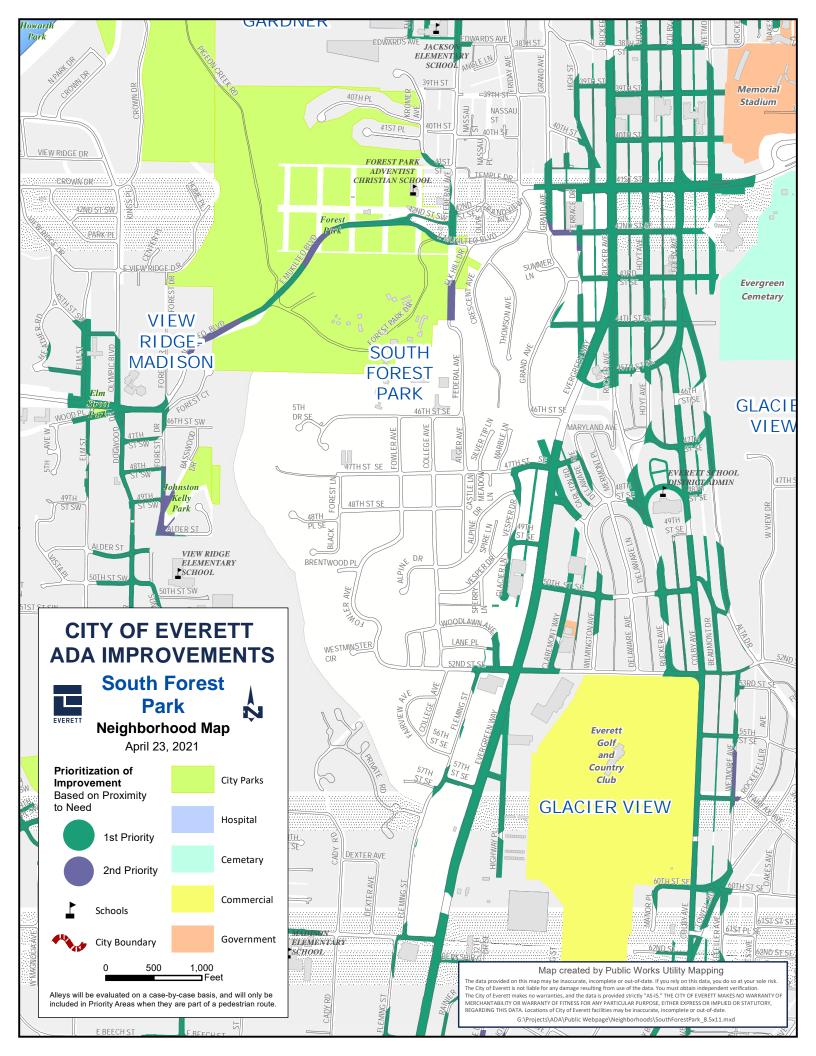


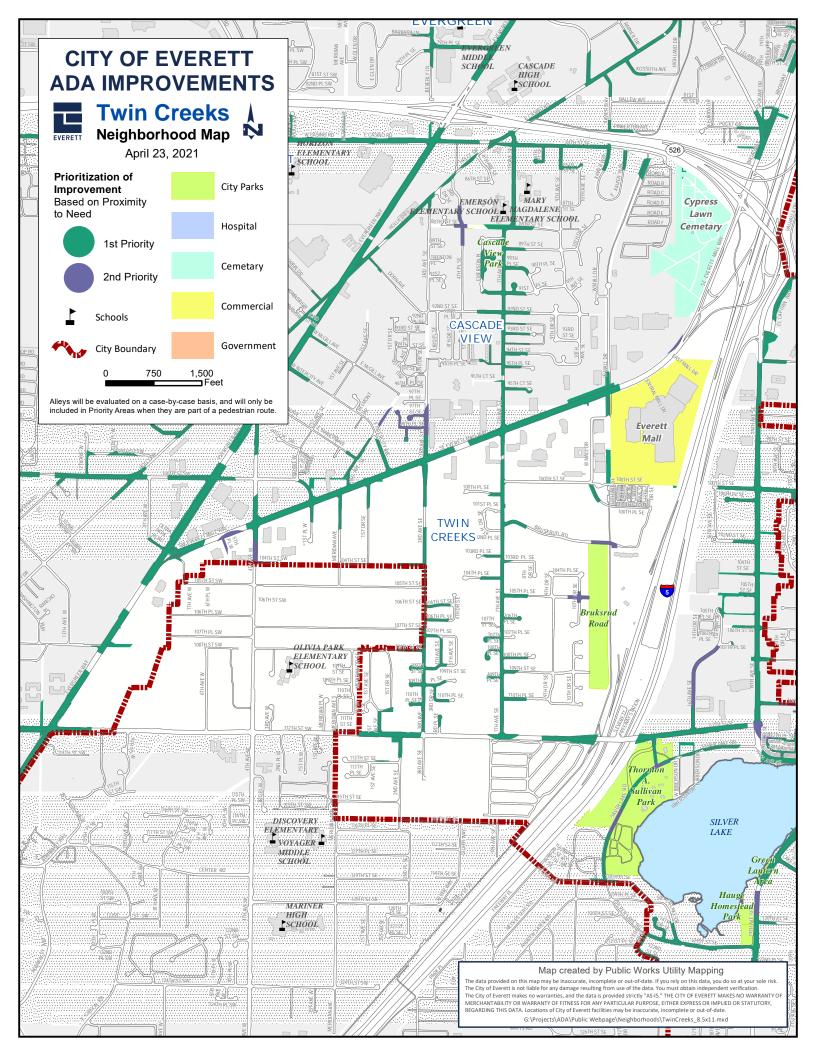


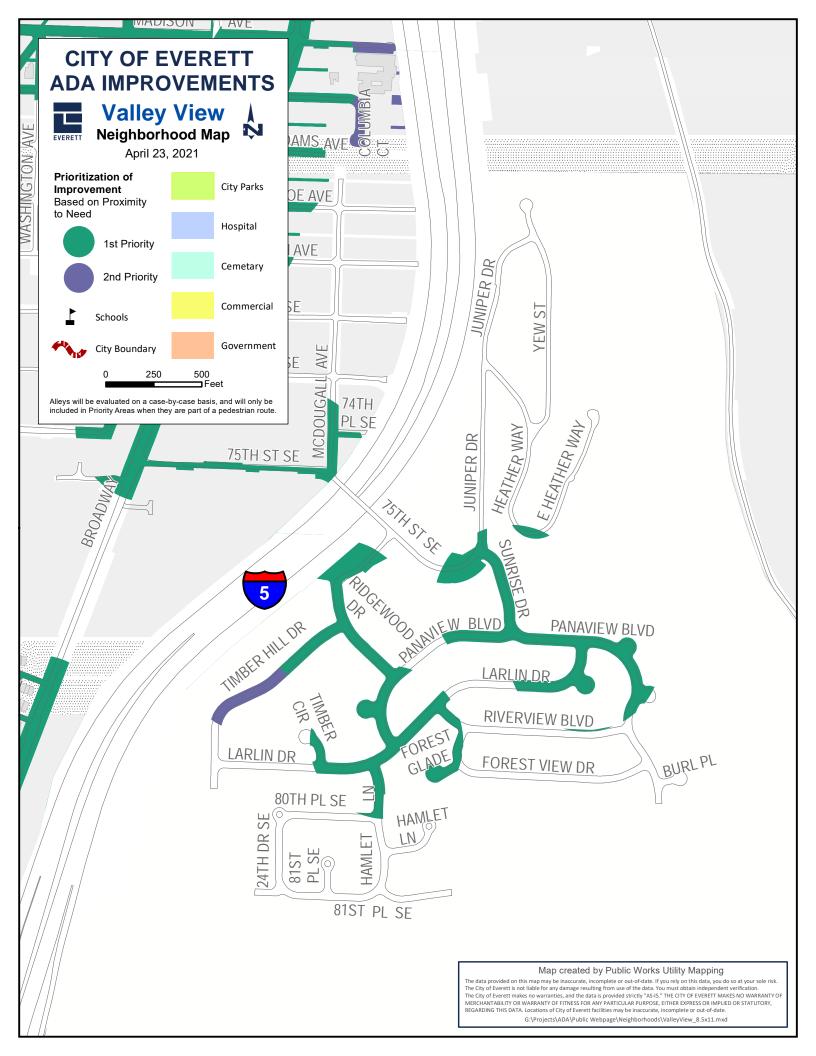


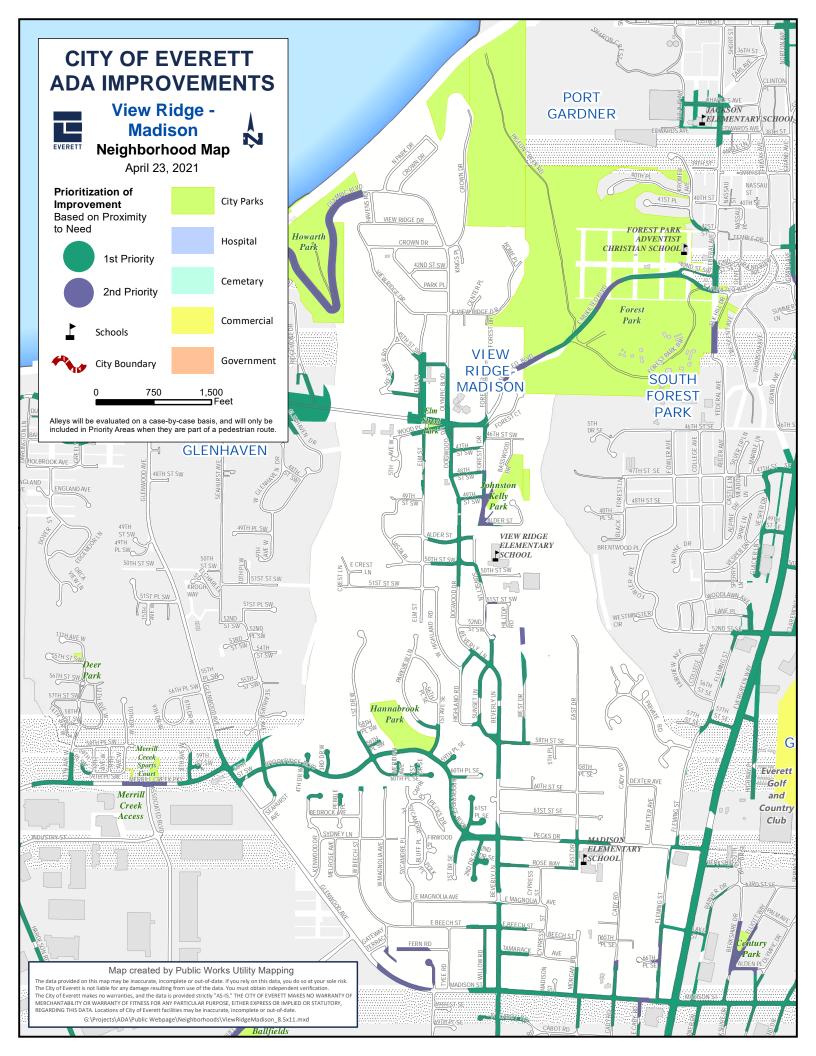


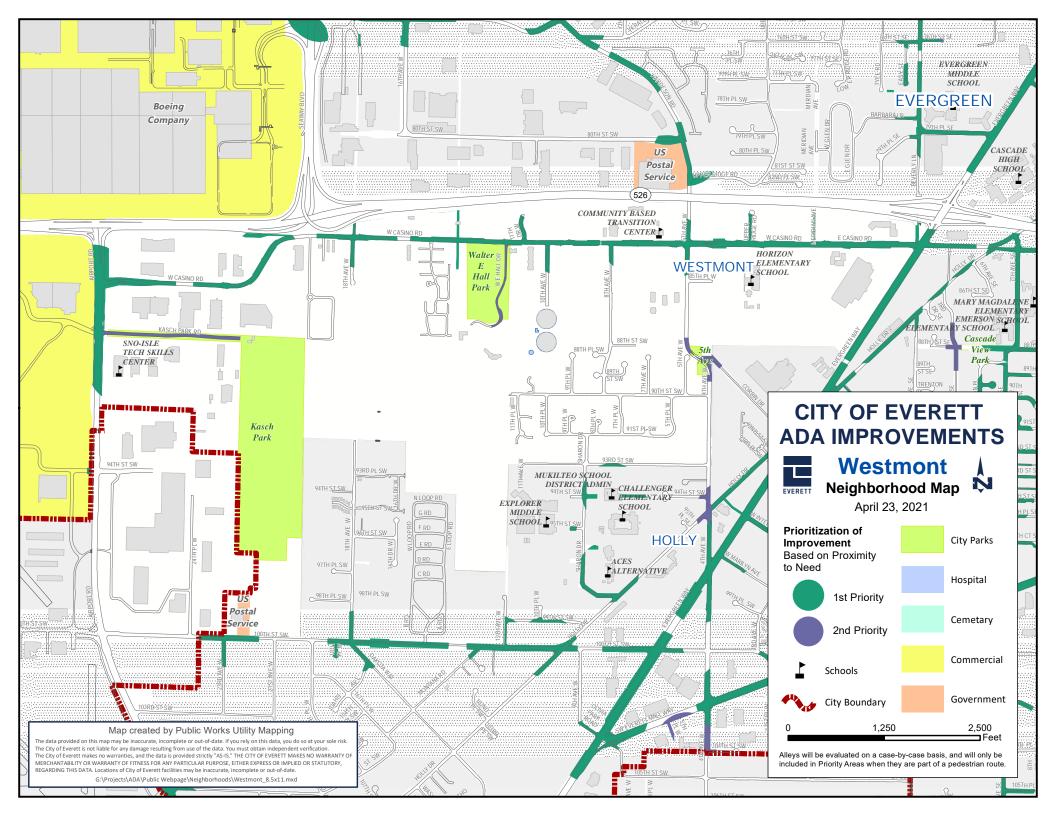












Appendix G: 2021 Public Outreach Summary

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Appendix G: Public Feedback Received in March 2021

This appendix includes public feedback the City of Everett received during the March 2021 open house for the 2021 ADA Transition Plan for the Public Right of Way. Public feedback was solicited through four methods:

- 1) Flyers (English and Spanish translations) describing the transition plan were mailed and emailed to community organizations and advocacy groups. A copy of the flyer is available on the following page.
- 2) An online open house for citizens to submit feedback on the plan or describe an accessibility barrier. Feedback could be provided through the following channels:
 - a. An email address.
 - b. A phone number.
 - c. A service request form.
 - d. An online mapping tool tagging a location on a map.
- 3) Local media, including the Everett Herald and social media posts on Twitter and Facebook. Comments and questions were recorded, and commenters were directed to submit their feedback to the online open house.
- 4) Two presentations were given on the plan. Comments and questions were submitted, and answers provided during these presentations were transcribed. Commenters were also directed to submit their feedback to the methods available on online open house. Presentations were given at the following meetings:
 - a. Everett's monthly Transportation Advisory Committee meeting on 3/18/2021. This presentation was recorded and posted to the Online Open House.
 - b. SNOTRAC is a community advocacy organization focused on transportation needs in Snohomish County. This presentation was delivered on 3/19/2021.

CITY OF EVERETT'S **Public Right-of-Way ADA Transition Plan**



We are working on our 2021 Public Right-of-Way (ROW) **ADA Transition Plan and need your input!**

We're asking for feedback to finalize the 2021 Public ROW ADA Transition Plan. Please visit our online open house at everettwa.gov/ADAopenhouse for more information and to report a barrier in your neighborhood.

1990 Americans with Disabilities Act

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities. Title II of the ADA requires public transportation, state and local government agencies to ensure that their programs, services and facilities are accessible to individuals with disabilities.

Public ROW ADA Transition Plan

A Public ROW ADA Transition Plan is intended to provide a framework for the continuous improvement of pedestrian facilities (such as sidewalks, paths, curb ramps and pedestrian signals/push buttons) within the city ROW to ensure accessibility for people with disabilities.

There are four key requirements of an ADA Transition Plan: Identifying physical barriers in pedestrian facilities; describing in detail how the barriers will be removed; specifying a schedule for removing these barriers; and identifying the official responsible for implementing the transition plan.

To address these requirements, the City of Everett's Public ROW ADA Transition Plan contains:

- A self-evaluation describing how the City created and evaluated the inventory of barriers and how the inventory will be updated
- A methodology describing the barrier removal process, including repairs, maintenance and replacing existing pedestrian facilities
- A program description, including prioritization criteria and schedule containing:

Hoyt & 41st

- A prioritized list of barrier removal projects
- An annual Pavement Maintenance Program
- Capital and Transportation Improvement Projects
- ADA Compliance Team information

Barriers

Types of barriers in pedestrian facilities include cracked or uneven sidewalks, obstructions in the sidewalk, missing or noncompliant curb ramps, and existing pedestrian signals with missing, inaccessible or inaudible pedestrian push buttons.

Before







O O Population of _ 🔲 🗕 111,475



Source: US Census Bureau

Timeline

March 2021 Online open house and public outreach

April 2021 Final ADA Transition Plan publication

April 2022 Annual plan update

Learn more and give your input

Visit the Online Open House for more information or to report a barrier.

Attend a virtual presentation at Everett's Transportation Advisory Committee meeting on March 18 at 8 a.m.

Flyers Mailed and Emailed on 2/26/2021

Table 1 lists the organizations that were sent English and Spanish translation flyers by mail and/or email about the 2021 ADA Transition Plan for the Public Right of Way.

Table 1: Outreach Organizations for the 2021 ADA Transition Plan for the Public Right of Way

City Organizations	Disability Advocacy organizations
City website	Snohomish County Council of the Blind
Everett Public Library	ARC of Snohomish County
Carl Gipson Center	Northwest ADA Center
Everett Diversity Advisory Board	Lighthouse for the Blind (Ihlind.org)
 Everett Neighborhood Associations 	Homage
Transit organizations	Media
Everett Transit	Everett Herald
Sound Transit	City of Everett Twitter Account Posts
Community Transit	City of Everett Facebook Account Posts
Large employers	Healthcare organizations
Boeing	 Providence
• Funko	Everett Clinic
 Snohomish County 	Kaiser Permanente
Naval Station	
Community advocacy organizations	Schools
 Everett Bike/Walk Association 	Everett Community College
 Snohomish County BIKES Club 	WSU Everett
 Sharing Wheels Community Bike Shop 	Everett School District
 Lions Club 	K-12 schools
 Downtown Everett Association 	Bus system for school district
 Everett Station District Alliance 	Tribal Organizations
• VOA	Tulalip Tribes
 Hopeworks 	
 Senior Services of Snohomish County 	

Online Open House Feedback Received in March 2021

The Online Open House for the 2021 ADA Transition Plan for the Public Right of Way ranked number 56 in most visited City pages for the month of March. Feedback on the plan was received through an online mapping tool, an online service request form, by phone and by email. A summary of feedback received in March 2021 is included below.

Phone, Email, and Online Service Request Feedback

Email requests received in March 2021 were recorded and entered in the online service request form. These requests are included in the following section on Online Service Request Form Feedback.

Phone requests received in March 2021 were recorded and entered in the online service request form.

Online service requests received in March 2021 were recorded. The City of Everett received 18 service requests related to the ADA transition plan and 17 service requests that were categorized as "other" and may or may not be correctly classified as related to the ADA transition plan. Services requests are responded to on a case-by-case basis according to the prioritization framework described in the 2021 ADA Transition Plan for the Public Right of Way. A summary of these requests is included in Table 2.

Table 2: ADA Transition Plan and Related Services Requests Received during March 2021

Request Date	Problem Location	Problem Details
3/1/2021	3503 OAKES AVE	PER EMAIL SAT 2/27/2021 3:35 PM -
		THE SIDEWALK IS REALLY BROKEN UP AND UNEVEN. ONE NIGHT WE WERE WALKING OUR DOG WITH MY SON AND
		HE TRIPPED OVER THE RISE AND FALL OF THE SIDEWALK, WAS WONDERING IF THE CITY CAN HELP WITH REPLACING
		THAT, SECTION OF SIDEWALK. THANK YOU.
3/4/2021	5501 COLBY AVE	PER EMAIL HELLO, WE HAVE SEVERAL STREET LIGHTS THAT ARE OUT ALONG COLBY AVE.
	AND 5507 COLBY	PER EMAIL - WEDNESDAY, APRIL 7, 2021 8:25 PM - COULD YOU PROVIDE ME WITH AN UPDATE FOR THE STREET
		LIGHT THAT IS OUT IN FRONT OF OUR HOUSE?
3/4/2021	RUCKER AVE at	PER FACEBOOK COMMENT - NOT ENOUGH TIME TO CROSS THE STREET
	CALIFORNIA ST	
3/4/2021	W MUKILTEO BLVD	PER EMAIL THU 3/4/2021 11:51 AM -
	at ELM ST and	CAN CONCRETE BARRIERS BE PLACED ALONG THE FOG LINE OF MUKILTEO BLVD BETWEEN ELM & VIEWMONT TO
	RIDGEMONT DR	INCREASE SAFETY FOR WALKERS & BIKERS GOING THROUGH THE ROAD CUT?
3/10/2021	1331 BROADWAY	NEEDS A CALL BACK REGARDING A CITY CB IN THE PARKING AREA THAT IS INTERFERING WITH AN ADA SHE NEEDS TO
		BUILD.
3/15/2021	E MARINE VIEW DR	THE CROSSWALK AT 10TH AND EMVD IS DANGEROUS, PEOPLE RARELY STOP AND RODNEY HAS NEARLY BEEN HIT
	at 10TH ST	MULTIPLE TIMES. HE WOULD LIKE A BEACON OR A CROSSWALK SIGNAL IN PLACE
3/15/2021	W MARINE VIEW DR	WMVD WOULD BENEFIT FROM SIDEWALKS ON THE GOLF COURSE SIDE. THERE IS NO SAFE PLACE TO CROSS WMVD
	at SKYLINE DR and	TO GET TO THE SIDEWALK, SO FAMILIES MUST WALK ON THE UNPROTECTED SHOULDER FROM SKYLINE DR TO
	ALVERSON BLVD	ALVERSON
3/16/2021	KROMER AVE at	THE SIDEWALKS AT THE NE CORNER OF KROMER AND PACIFIC ARE VERY BAD, AND COULD BE DANGEROUS TO BE
	PACIFIC AVE	HEADING IN A RUSH TO THE WOMENS PAVILLION
3/16/2021	75TH ST SE at	PER EMAIL TUE 3/16/2021 12:36 PM -
	OLYMPIC DR	I AM CONCERNED FOR THE SAFETY OF CHILDREN, PEDESTRIANS, AND DRIVERS AT THIS INTERSECTION DUE TO
		PEOPLE RUNNING STOP SIGNS, HIGH RATES OF SPEED, AND NEGLIGENT DRIVING. MY FENCE HAS BEEN TAKEN OUT
		NUMEROUS TIMES, MY HOUSE WAS NEARLY MISSED BY A VEHICLE, AND MOST RECENTLY WHEN A CAR LEFT A
		COUPLE BLOCK BURNOUT AND NEARLY HIT ME WHILE GARDENING. THERE IS A BOYS AND GIRLS CLUB AND LYONS
		PARK CLOSE BY AND NUMEROUS FOLKS WALKING DOGS ETC. MOST OF THE TIME CARS WONT EVEN STOP AT THE
		CROSSWALK. THERE ARE SIGNS POSTED 20 MPH DUE TO PARK AND CHILDREN BUT PEOPLE HAVE TO BE GOING
		ABOUT 40MPH. THIS INTERSECTION HAS A BLIND SPOT AS WELL AS IT LOCATED ON A TOP OF A HILL. I WOULD LIKE
		TO SEE SPEED BUMPS PUT IN ON 75TH BEFORE AND AFTER OLYMPIC DRIVE AND POSSIBLY BLINKING CROSSWALK
		LIGHT. I SPOKE WITH A NEIGHBOR WHO HAS LIVED THERE FOR 30 YEARS AND HE SAID "GOOD LUCK GETTING
		SOMEONE TO LISTEN". I HOPE SOMEONE LISTENS BEFORE A TRAGEDY HAPPENS.
		THANK YOU!

Table 2: ADA Transition Plan and Related Services Requests Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/17/2021	2425 60TH ST SE	METER BOX LID IS BROKEN
3/17/2021	3022 GRAND AVE	THE SIDEWALK ON GRAND AVE ALONG THE VACANT PROPERTY SOUTH OF 3022 GRAND HAS A BADLY BROKEN SIDEWALK, AND NEEDS A FULL REPLACEMENT. SHERRY WOULD LIKE A CALL BACK
3/18/2021	3602 ROCKEFELLER AVE	CALLER SAYS HE IS IN A WHEELCHAIR YET HIS CORNER OF THE INTERSECTION IS THE ONLY ONE WITHOUT AN ADA RAMP. CALLER REQUESTS AN ADA RAMP BE PUT IN AT THE SW CORNER OF THE ROCKEFELLER AND 36TH ST INTERSECTION AND THAT HE BE CALLED WITH WHEN THIS MIGHT BE DONE.
3/18/2021	BROADWAY at EVERETT AVE	CALLER SAYS THERE IS A LARGE POT HOLE IN THE STREET MAKING IT DIFFICULT FOR A WHEELCHAIR TO GET ONTO THE ADA RAMP LOCATED AT THE NE CORNER OF THE INTERSECTION. CALLER REQUESTS POTHOLE BE FILLED.
3/22/2021	W MUKILTEO BLVD at 21ST DR W	PER EMAIL SUN 3/21/2021 1:02 PM - HOLE IN THE ROAD DEVELOPING. CURRENTLY A COUPLE INCHES ACROSS BUT DEEP.
3/22/2021	112TH ST SE from SILVER LAKE RD to 19TH AVE SE and 19TH AVE SE from THE NORTH END OF SILVER LAKE to 127TH ST SE	PER EMAIL MON 3/22/2021 11:28 AM - SWEEP SIDEWALKS TO REMOVE SAND FROM THE FEBRUARY SNOW EVENT.112TH ST SE FROM SILVER LAKE RD TO 19TH AVE SE AND 19TH AVE SE FROM THE NORTH END OF SILVER LAKE TO 127TH ST SE
3/22/2021	2210 ROCKEFELLER AVE	SIDEWALK TRIP HAZARD LARGE ROOFING TRUCK HAS CRUSHED SIDEWALK AND CREATED A .WALKING HAZARD. PLEASE CALL AND DISCUSS OPTIONS TO FIX PROBLEM. STREET CREW WORKING IN AREA RECOMMENDED SHE CALL THE CITY FOR THE FIX
3/19/2021	2700 PINE ST	EMAIL TO ADA COMPLIANCE TEAM THE SIDEWALKS IN THE 2700-2800 BLOCK OF PINE ST ARE ALLIGATORING AND THEY DEFINITELY A SAFETY HAZARD.
		THE ATTACHED PIC IS THE 2800 BLOCK, WHICH IS THE WORST. VEHICLES ALSO PARK OVER THE SIDEWALK, WHICH IS AGAINST RCW 46.61.570. I COULD ONLY UPLOAD ONE PICTURE, I HAVE A FEW MORE IF INTERESTED. THANKS!
3/22/2021	1900 17TH ST	EMAIL TO ADA COMPLIANCE TEAM
		"SIDEWALK" ON 17TH BETWEEN LOMBARD AND OAKS NEEDS REPLACING
3/23/2021	18TH ST at MCDOUGALL AVE	ADA RAMPS NEEDED ON THE WEST SIDE OF THE INTERSECTION

Table 2: ADA Transition Plan and Related Services Requests Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/23/2021	2930 MAPLE ST	METER BOX IS SUNK IN THE SIDEWALK/DRIVEWAY FOR THE KAISER BUILDING, AND IS A HAZARD FOR WHEELCHAIRS
3/23/2021	23RD WETMORE AVE	POTHOLE IN CROSSWALK.
3/24/2021	CALIFORNIA AND	PER EMAIL WED 3/24/2021 9:30 AM -
	RUCKER, RUCKER	I RIDE MY BIKE TO WORK AT PROVIDENCE PACIFIC CAMPUS FROM THE NORTH EAST AND GO THROUGH THE LISTED
	AND HEWITT,	INTERSECTIONS DAILY. FOR THE AREAS THAT HAVE THE BIKE LANES, IT IS CONCERNING THAT I HAVE TO GET INTO
	MARINE VIEW AND	THE SIDEWALK TO PRESS THE PEDESTRIAN WALK BUTTON IN ORDER FOR THE LIGHT TO CHANGE THEN I HAVE TO GET
	WALL	BACK INTO BIKE LANE. THIS IS VERY CONFUSING FOR CARS AND I HAVE ALMOST BEEN HIT BECAUSE THEY DON'T
		KNOW WHY I'M GETTING BACK INTO A BIKE LANE. I AM HOPING THAT SOMEONE CAN INSTALL BIKE SENSORS IN THE
		BIKE LANES AND FOR STREETS THAT ARE ADJACENT TO THOSE WITH BIKE LANES SUCH AS WALL, HEWITT AND
		CALIFORNIA, THAT YOU COULD KINDLY PUT SHARROWS AND BIKE SENSORS AT INTERSECTIONS. THANK YOU!
3/24/2021	8401 EVERGREEN	THE DRIVEWAY SIDEWALK ON THE NORTH SIDE OF THE SHELL STATION HAS A CONCRETE PANEL RAISED OVER AN
	WAY	INCH, THAT IS A TRIP HAZARD
3/25/2021	ASSOCIATED BLVD at	PER EMAIL WED 3/24/2021 7:08 PM -
	MERRILL CREEK PKY	WEST SIDE OF ASSOCIATED BLVD BETWEEN MERRILL CREEK PKWY & INDUSTRY STSHRUBS ARE ENCROACHING THE
	and INDUSTRY ST	SIDEWALK AND NEED HEAVY DUTY TRIMMING. MANY PEOPLE FROM THE NEIGHBORHOOD WALK ALONG THIS
		SIDEWALK. I BELIEVE THIS IS CITY OF EVERETT PROPERTY AS THERE IS A STORM WATER RETENTION POND ON THE
		WEST SIDE OF THE FENCE. THANK YOU!
3/26/2021	4921 HARBOR LN	SIDEWALK IS BROKEN NEAR THE NEW HYDRANT, TRIP HAZARD
3/29/2021	W MUKILTEO BLVD	PER EMAIL SAT 3/27/2021 5:02 PM -
	at GLENWOOD AVE	THE SPEED LIMIT IS CURRENTLY 35 MPH ALONG W. MUKILTEO BLVD, HOWEVER MANY CARS GO 45+MPH THROUGH
	and GIBSON PL	THIS SECTION BETWEEN GLENWOOD AVE AND GIBSON PLACE. THE SHOULDERS ARE NARROW ALONG THIS SECTION
		OF ROAD AND VERY DANGEROUS FOR WALKING OR PULLING OUT OF YOUR DRIVEWAY. I AND OTHER NEIGHBORS
		REQUEST A SPEED LIMIT REDUCTION TO 25 MPH. IF THIS WOULD REQUIRE A PETITION FROM RESIDENTS ALONG THIS
		SECTION OF ROAD I CAN PROVIDE. THERE IS HARBOR VIEW PARK ALONG THIS SECTION WITH NO CROSSWALK. THERE
		SHOULD BE A CROSSWALK WHERE GREELY ST MEETS W. MUKILTEO BLVD THAT WOULD HAVE BLINKING LIGHTS
		BEFORE SOMEONE ENTERS THE CROSSWALK. ALL OF THIS IS PROVIDED ENTERING INTO MUKILTEO ONCE YOU
		CROSSOVER JAPANESE GULCH BRIDGE HEADING WEST UNTIL W. MUKILTEO BLVD/5TH STREET MEETS MUKILTEO
		SPEEDWAY. UNTIL THIS CAN BE ACCOMPLISHED I REQUEST 2 RADAR SPEED SIGNS, 1 WEST BOUND AND 1 EAST
		BOUND AT GLENWOOD AVE AND GIBSON PLACE.
		PER EMAIL WED 4/14/2021 8:09 AM -
		CAN YOU PLEASE GIVE ME A STATUS ON THIS ISSUE?

Table 2: ADA Transition Plan and Related Services Requests Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/29/2021	PACIFIC AVE at W	PER EMAIL SAT 3/27/2021 9:43 AM -
	MARINE VIEW DR	THIS LENGTH OF ROAD HAS LONG SEEMED DANGEROUS TO ME. PEOPLE SPEED, DON'T RESPECT MARKED
	and KROMER AVE	CROSSINGS, AND THERE IS A LOT OF FOOT TRAFFIC FOR THE MEDICAL FACILITIES. I NOW WALK MY DOGS WITH A
		LIGHT UP VEST IN THE WINTER BECAUSE I'VE HAD SO MANY CLOSE CALLS. LAST NIGHT A PEDESTRIAN WAS STRUCK IN
		THIS CROSSWALK. I CAN'T TELL YOU HOW MANY TIMES THAT WAS ALMOST ME. I FEEL LIKE THIS PARTICULAR POINT
		NEEDS TO BE A 4-WAY, OR A LIGHT UP STOP SIGN WITH A CALL BUTTON. THE ZEBRA MARKINGS AT THE TWO POINTS
		WHERE THEY EXIST ARE VERY FADED. OTHER CROSSWALKS WEST ON PACIFIC ARE JUST AS BAD. A REAL ATTEMPT
		SHOULD BE MADE TO INCREASE MOTORIST AWARENESS OF THE HIGH FOOT TRAFFIC HERE. SOME OF THE ISSUE IS
		OUTSIDERS COMING IN TO USE THE MED FACILITIES WHO ARE UNFAMILIAR WITH THE STREET, BUT THE OTHER IS
		THE MOTORISTS WHO USE THIS WIDE STREET AS A PLACE TO RACE DOWN AROUND KROMER, TO MARINE, ETC IF
		YOU EVER POST TRAFFIC PATROLS AROUND HERE YOU'LL HEAR THEM BURNING OUT ALL NIGHT AROUND THIS LITTLE
		TRIANGLE. I'VE VOICED SIMILAR CONCERNS ABOUT THE INTERSECTION OF NASSAU AND WALL - A SPOT THAT REALLY
		SHOULD BE A 4-WAY BECAUSE FOR WHATEVER REASON MOTORISTS SEEM TO HAVE A HARD TIME READING THAT
		INTERSECTION. I'VE SEEN SO MANY NEAR COLLISIONS THAT IT SEEMS ONLY A MATTER OF TIME.
3/29/2021	RUCKER AVE at	PED CROSSING BUTTON EAST TO WEST ON SOUTH END OF INTERSECTION NOT WORKING
	EVERETT AVE	
3/30/2021	1530 E MARINE VIEW	PER CODE VIOLATION COMPLAINT
	DR	"THE CURBSIDE IS NOT SAFE TO WALK ON, VERY UNEVEN AND MUDDY WITH A LARGE POTHOLE AT THE CORNER OF
		16TH AND CHESTNUT ST."
3/31/2021	BROADWAY at 10TH	SECTION OF SIDEWALK AT THE SOUTHBOUND BUS STOP BULB OUT IS LIFTED, POTENTIAL TRIP HAZARD
	ST	
3/30/2021	75TH ST SE at I-5	LETTER FROM CUSTOMER REQUESTING PEDESTRIAN ACCESS IMPROVEMENTS OVER 1-5 ON THE 75TH STREET
		OVERPASS.
3/19/2021	BEVERLY BLVD at	FROM ONLINE CONTACT THE PUBLIC WORKS ADA COMPLIANCE TEAM
	75TH ST SE	"WHY DO UTILITIY COMPANIES LIKE THE PUD NOT HAVE TO FOLLOW THE ADA RULES? THEY JUST PUT A NEW POLE IN
		THE SIDEWALK AND A WHEELCHAIR CAN'T GET BY IT ON THE SIDEWALK. THERE ARE MORE OLD POLES BLOCKING THE
		SIDEWALK TOO. I WOULD EXPECT THAT NEW POLES WOULD NEED TO BE MOVED SO THAT THEY DO NOT BLOCK THE
		SIDEWALK

Table 2: ADA Transition Plan and Related Services Requests Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/17/2021	23RD ST at	FROM ONLINE CONTACT THE PUBLIC WORKS ADA COMPLIANCE TEAM
	ROCKEFELLER AVE	HELLO,
		THE INTERSECTION AT 23RD & ROCKEFELLER IS IN NEED OF CURB RAMPS AT EACH CORNER. I HAVE SEEN QUITE A
		FEW INDIVIDUALS IN WHEEL CHAIRS AND MOBILITY SCOOTERS THAT HAVE APPROACHED THE CORNER AND THEN
		HAVE HAD TO EITHER RISK GOING DOWN THE CURB, SOMETIMES FALLING OVER OR HAVING TO GO ALL THE BACK TO
		THE ALLEY TO PROCEED ON THE STREET AMONG TRAFFIC. THIS IS NOT SAFE EITHER WAY THAT THEY GO ABOUT IT.
		THIS INTERSECTION HAS ALSO BEEN A DANGER FOR MOTOR VEHICLE TRAFFIC. JUST THIS LAST MONTH THERE WAS A
		CAR TRAVELING SOUTHBOUND THAT RAN THE STOP SIGN ON ROCKEFELLER AND HIT AN SUV TRAVELING EAST ON
		23RD. ANOTHER WAS SEVERAL YEARS AGO WITH THE SAME CIRCUMSTANCES EXCEPT IT INVOLVED A SHERIFFS
		VEHICLE THAT RAN THE STOP SIGN, THAT TIME COSTING THE LEGS OF A CONTRACTOR THAT WAS WORKING NEARBY.
		THE PROBLEM IS DUE TO ROCKEFELLER BEING SO WIDE OF A STREET AND SOUTHBOUND NOT HAVING ANOTHER
		STOP SIGN FROM 19TH STREET. VEHICLES TRAVELING ON WIDE ROADS TEND TO DRIVE FASTER. I PROPOSE ADDING A
		SIMILAR SIDEWALK STRUCTURE AS IS FOUND ON 23RD & WETMORE WHERE THE CORNER EXTENDS INTO THE
		INTERSECTION NARROWING THE ROAD AT THAT POINT. THIS WILL PROVIDE A SENSE OF CAUTION FOR DRIVERS TO
		SLOW DOWN DUE TO THE NARROWED PERCEIVED SPACE (THE CURB WON'T EXTEND ANY FURTHER THAN THE SPACE
		ALREADY TAKEN BY VEHICLES PARKED IN THE PARKING LANE) AND BY HAVING THE STOP SIGN MORE VISIBLE.
		WHEN MAKING THE INTERSECTION ADA COMPLIANT IT WOULD ALSO BE BENEFICIAL TO MAKE IT A SAFER
		INTERSECTION AS WELL.
		THANK YOU

Online Mapping Tool Feedback

An online mapping tool was available at the Online Open House to collect feedback by tagging a location on a map. Requests received in March 2021 through the online mapping tool were recorded and entered in the online service request form.

Figure 1 shows a bar chart summarizing the types of ADA feedback submitted to the online mapping tool.

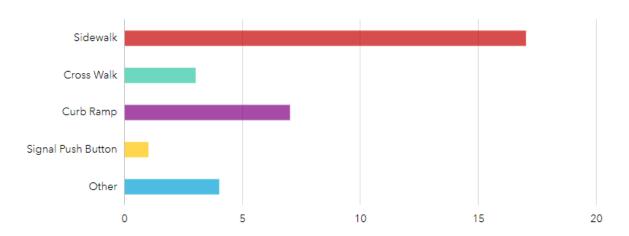


Figure 1: Summary of ADA Feedback by Type Reported Using the Online Mapping Tool

A map showing the locations where feedback on the ADA Transition Plan was reported is shown in Figure 2.

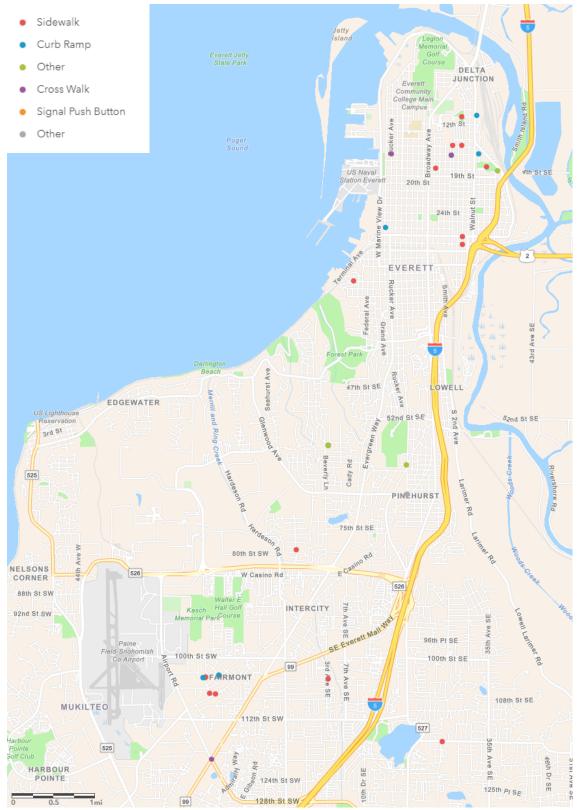


Figure 2: ADA Transition Plan Feedback Locations Reported Using the Online Mapping Tool

A summary of feedback submitted through the online mapping tool is included in Table 3.

Table 3: ADA Transition Plan Feedback Submitted through Online Mapping Tool Received during March 2021

Request Date	Problem Location	Problem Details
3/2/2021	The intersection of	Crosswalk: There's been a lot of pedestrian injuries and deaths here as long as I've lived here (29 years).
	Evergreen Way and	Something also needs to be done about the wandering homeless people, many of whom are mentally ill,
	Airport Road, near	who get struck here. I'm no traffic engineer so I have no idea how to approach this myself, but this is
	Home Depot and	definitely an area of concern for the local community.
	CVS.	
3/6/2021	Intersection of	Signal Push Button: I believe that requiring someone to push a button to get the walk signal is an ada
	Rucker and	concern. This applies to all lighted intersections. If someone is unable to access or locate the button on
	California	time, they miss an entire cycle. The default should be pedestrian traffic flows in the same direction as
		wheeled, with an automatic white walk signal when the light goes green. The current system punishes the
		pedestrian if they are unable to hit the button on time, and often leads to walking without a white walk
		signal out of frustration if the button isn't pressed in time. In other cities driving and walking lights are
		synched to make car and pedestrian traffic equal.
3/8/2021		Cross Walk: A very busy intersection. Cars not stopping for pedestrian.
3/10/2021	No sidewalk from this address south to 10411 3rd Ave SE	Sidewalk: no sidewalk from 11405 3rd Ave SE south to 10411 3rd Ave SE
3/10/2021	NE corner of 26th and Grand.	Curb Ramp: There is no curb ramp on this corner.
3/14/2021	From one end of Upper Ridge Road	Sidewalk: The sidewalks along Upper Ridge are sporadic and pedestrians, of which there are many including myself, are forced to walk in the road or on an incline. I am disabled and know firsthand; I
	to the other.	believe anyone in a wheelchair on that road would be putting their life in danger. Many drivers are erratic and use that road as a raceway making it highly unsafe without sidewalks. I have contacted Everett PD about the driving issues with no response so far. Having safe sidewalks would be a huge priority for this whole neighborhood.
3/15/2021	100th St SW at	Sidewalk: There is no accessible way to get to a sidewalk on 100th ST SW from Montana Road. There is a
	Montana Road	ditch to one side, private property (uneven lawn) to the other side and no curb ramp on the opposite side of 100th ST SW.

Table 3: ADA Transition Plan Feedback Submitted through Online Mapping Tool Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/17/2021	South side of	: There are no curb cuts and the utility poles are in the middle of the sidewalk so there's 2 barriers. My
	Madison West of	husband is in a wheelchair and when we walk that area, he has to use the street. Since their are existing
	Wetmore.	sidewalks, drivers don't seem to expect a wheelchair in the street.
3/18/2021	South-side of 116th	Sidewalk: Traffic has increased immensely along 116th ST SE and the lack of a sidewalk is a safety concern,
	ST SE, between	especially as gravel paths are sporadic and often head dangerously close to the roadway. Also the hills
	Bothell-Everett	create obstacles for vehicles to spot pedestrians.
	Hwy and 35th Ave.	
3/18/2021	33rd St., Laurel St.,	Sidewalk: Sidewalk, Crosswalk, ADA ramps with cars parked on them. Parking enforcement will not ticked
	Tulalip St., Warren	any vehicles in Rucker Hill Area.
	St. (Rucker Hill	
	Neighborhood	
	Parking on	
	sidewalks,	
	crosswalks, and	
	ADA ramps.)	
3/19/2021	2700 Block of Pine	Sidewalk: The sidewalk on the West side of the 2700 is crumbling and has uneven surfaces. If the city could
	St, west side of the	contact the owner and have them fix the sidewalk, that would be awesome! I tried to add a photo, but the
	street.	file size was too big. If you want the pics, send me an email to send them to.
3/19/2021	2800 block of Pine	Sidewalk: The sidewalk on the West side of the 2800 has MAJOR alligatoring and has uneven surfaces,
	St, west side of the	people also park on the sidewalk as well. If the city could contact the owner and have them fix the
	street	sidewalk, that would be awesome! I tried to add a photo, but the file size was too big. If you want the pics,
		send me an email to send them to.

Table 3: ADA Transition Plan Feedback Submitted through Online Mapping Tool Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/20/2021	Senator Henry M Jackson Park and surrounding Delta neighborhood.	other: Senator Henry M Jackson Park and the surrounding Delta neighborhood lack proper sidewalks, crosswalks and curb ramps. In order to get to the park, only 3 blocks away from my home, I must push my kid's stroller on the street (no sidewalks), up and down sidewalks without curb ramps, and cross a busy road without a cross walk and that lacks visibility for drivers to see pedestrians. It can be an uncomfortable walk at best, dangerous at worst. I often see individuals in motorized wheelchairs ride in the street, because they don't have access to the sidewalks or there aren't any at all. From my understanding, the Delta neighborhood has a high percentage of disabled population, but is a difficult neighborhood to navigate as a pedestrian.
3/23/2021	North side of street by retention pond.	Sidewalk: The sidewalk is raised in one spot making it hazardous.
3/23/2021	South side of street	Sidewalk: Sidewalk is starting to come up creating a hazard.
3/23/2021	The entire loop of 16th PL W around to 19th Pl W has rounded curbs with few ramps to get on the sidewalks. The ramps we have are not marked and in very poor condition. The photo is on the corner of 19th PL W and 104th St SW.	Curb Ramp: The entire neighborhood has rounded curbs with few ramps to get on the sidewalks. The ramps we have are not marked and in very poor condition.
3/23/2021	Street and south side sidewalk.	Sidewalk: The sidewalk is in bad shape as is the road. I already submitted an issue with for the north side sidewalk. With bad sidewalks and roadway, this area is likely impassable for someone with mobility issues.
		I can only attach one photo.

Table 3: ADA Transition Plan Feedback Submitted through Online Mapping Tool Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/23/2021	Access to sidewalk	Curb Ramp: The ramp to this sidewalk is very poor condition.
	at corner	
3/23/2021	North side of	Curb Ramp: One of the few reasonable curb ramps in the neighborhood. It needs to be brought up to
	street.	current standards.
3/23/2021	West side of road	Sidewalk: I've attached 1 of several issues on this short stretch of road. There is not a sidewalk or shoulder
	on Rosewood Ave	on the other side of the road, so this is the safest place for pedestrians.
	between Holly	
	Drive and 106th	
3/23/2021	Sidewalk, north	Sidewalk: This sidewalk is hazardous and keeps getting worse.
	side of road	
3/26/2021	52nd & Colby Ave	other: 52nd & Colby sidewalk blocked by Conway vehicles and no way to cross. No walkable crosswalk on
	blocked crosswalk	golf course side have to walk in parking lane.
	& no way to	
	crosswalk. No	60th - 62nd & Colby, no way to cross. Cars do not stop for children trying to get to school bus or people
	walkable sidewalk	crossing for church.
	on golf course side.	
	60th - 62nd &	
	Colby Ave - no	
	crosswalk and cars	
	do no stop for	
	people crossing.	
3/29/2021	15th street from	Sidewalk: Elderly and people with disabilities unable to safely access neighborhood retail at Walnut and
	EHA Baker Heights	EMVD. Services include Franz Bakery Outlet, Triangle Trading Post, Lucky Market. Access to basic
	missing sidewalks	necessities like milk, bread, eggs, produce and perks like coffee and ice cream!
	on both sides from	
	Pine St to Walnut	
	St.	

Table 3: ADA Transition Plan Feedback Submitted through Online Mapping Tool Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/29/2021	15th Street from	Sidewalk: Elderly and people with disabilities unable to safely access neighborhood retail and services on
	EHA Baker Heights	Broadway. Services include Food Bank, restaurants, laundromat, bus stops, grocery stores, Community
	missing sidewalks	Health services, banks, DSHS, EvCC and WSU.
	on both sides from	
	Poplar Street to	
	Broadway.	
3/29/2021	Sidewalks east, west, north and south of Jackson	Sidewalk: Sidewalks along the perimeter of the Park should be marked as high priority. The Park is surrounded by high density low income, high proportion of disabled residents who need safe access to outdoor recreation.
	Park should be	Streets include 19th, 18th, 17th and E Marine View Dr. within 500 feet of the park.
	marked as high	
	priority ADA	
	access. The Park is	
	surrounded by high	
	density low	
	income, high	
	proportion of	
	disabled residents	
	who need safe	
	access to outdoor	
	recreation.	
3/29/2021	North side of street	Sidewalk: Sidewalk deteriorated and broken up due to age and tree roots pushing up sidewalk. Bad
	sidewalk hazard	condition - impossible for wheelchairs
	(tree broke	
	through sidewalk)	

Table 3: ADA Transition Plan Feedback Submitted through Online Mapping Tool Received during March 2021, Continued

Request Date	Problem Location	Problem Details
3/29/2021	Sidewalks east,	Sidewalk: The park is surrounded by high density, low income, high proportion of elderly and disabled
	west, north and	residents who need safe access to outdoor recreation. The Housing Authority has plans to build an
	south of Wiggums	additional 1,500 units at 12th Street.
	Hollow Park should	Streets include 10th, 12th, Pine St, Maple St.
	be marked as high	
	priority ADA	
	access.	
3/29/2021	intersection of	Curb Ramp: This intersection should also be high priority for ADA as it is the walking route between
	11th and E Marine	Wiggums Hollow Park and the Marine View Market. The Vintage Apartments is also 1 block away. Seniors
	View Dr.	and people with disabilities need safe access to the Marine View Market and the Park.
3/29/2021	Intersection of	Curb Ramp: All 4 curb ramps need to be replaced at this intersection. Residents of Baker Heights need safe
	16th and Baker	access to Ron's Market, the closest retail location. This is also a walking route for children going to
	Ave.	Hawthorne Elementary.
3/29/2021	Intersection of	Cross Walk: Crosswalk needs to be restriped and the flashing beacon should be replaced with push button
	16th and Baker	rapid flashing beacons. Residents of Baker Heights need safe access to Ron's Market, the closest retail
	Ave.	location. This is also a walking route for children going to Hawthorne Elementary.
3/29/2021	Intersection of	Curb Ramp: This intersection is often used by elderly, disabled and children crossing the street to access
	16th and Chestnut	retail at 15th Street, walking to and from Jackson Park. The 2 north corners are missing ADA ramps and
	St.	sidewalks. These 2 corners are completely unwalkable, usually flooded and muddy. This should be a high
2/20/2024	NE C	priority as the surrounding area is high density, low income with a high proportion of disabled population.
3/30/2021	NE corner of	other: Corner floods during rain, blocking ADA ramp.
	Broadway and 14th	
2/24/2024	St intersection.	athor. Delieve weed with its weetween accessible to all impositive peopled in deviatoring Event This is not
3/31/2021	central business	other: Believe need public restroom accessible to all urgently needed in downtown Everett. This is not
	district	limited to those with disabilities but probably is more important to individuals with mobility limitations
		because of the problem of finding easy known access at all times of day and night. Particularly needed for
		out of town visitors, homeless, or people needing access after business hours. Would probably also add jobs to economy to monitor and maintain and would make city more welcoming. A good example might be
		the facility in Lynden, WA.
		the facility in Lynden, WA.

Social Media Feedback Received in March 2021

Feedback was submitted to the social media posts. Comments and questions were recorded, and commenters were directed to submit their feedback to the online open house. The social media posts included a link to the online open house.

City of Everett, WA Page Feedback received as of 3/31/2021 https://everettwa.gov/

Page visits: 744

Average time spent on page: 3 minutes

68% bounce rate (people who left the page without interacting with the page. So 32% clicked on links, tabs, photos, etc. which is great!)

How people got to the page: Google search (24%), direct link (20%), Facebook (14%), CivicPlus (likely newsflash and newsletter – 11%), the rest are various search engines, twitter and next door (1-7%)

City of Everett, WA – Govt Facebook Page Feedback received as of 3/31/2021 https://www.facebook.com/EverettCity/

Total reach: 7,298

Total post engagement: 861
Total ad link clicks: 124
Total reactions: 58
Total shares: 23

Citizen Comments

Community Member - The new cross walk at Rucker and California needs to be fix. Doesn't give enough time to cross.

- City of Everett, WA Govt Hi Thanks for sharing! Could you please fill out this barrier form on the ADA open house page? http://everettwa.gov/.../Contact-the-Public-Works-ADA...That way we can get your observations to the right folks. Thanks again!
- Community Member yes that's true
- Community Member @City of Everett, WA Govt you're aware of it. Figure it out and fix it. Lots of issues with the Rucker renewal
- Community Member Does anyone test the lights for how long they last?
- Community Member they just threw everything up and went on with there day with the Rucker renewal project.

Community Member - Thanks for asking. I hope lots of people respond.

Community Member - I would like the crosswalks to be painted, so they show up when it rains, and when it is dark. I walk a lot in the downtown core, some of the cross walks are half painted.

Community Member - It's seems we also need to do something about people blasting throw cross walks in their cars while pedestrians are trying to cross. With the new Grand Ave bridge down to the water front there's increased foot traffic down 16th. We walk daily and at times taking our lives into our hands, I imagine from an ADA perspective that becomes increasingly dangerous.

Community Member - I went to respond to the survey. There is some work involved in responding to the survey.

Community Member -- I've had too many close calls in the crosswalks I walk 3-4 miles (with my dog) everyday. I don't have an answer. Evergreen Way is not safe in the crosswalks. I don't jaywalk

Community Member -- Filled out in the form, but you shouldn't have to press a button to get the white walk signal. When the traffic light is green, the walk signal going the same direction should also be white. If someone doesn't hit the button on time they either miss a whole light cycle, or they walk against the pedestrian light. If you automatically give pedestrians the clear right of way when the wheeled traffic gets it, it decreases the likelihood that folks are going to cross against the pedestrian light. This is how other cities maintain their traffic and pedestrian lights and it works fine. Less confusion, and it doesn't prioritize wheeled traffic over pedestrian traffic like the current system does.

City of Everett, WA - Govt - check out the virtual presentation on the Public Right-of-Way (ROW) ADA Transition Plan to learn more about the plan and the work being done to improve of pedestrian facilities within the city ROW to ensure accessibility for people with disabilities: https://youtu.be/w0375K5dWOg. Then visit the online open house at everettwa.gov/adaopenhouse to report a barrier and provide comment.

Community Member – You can't make it illegal to sit in downtown and claim you're trying to make the city more ADA friendly.

Everett Public Library Facebook Page Feedback received as of 3/31/2021 https://www.facebook.com/everettlibrary

Shares: 2 Likes: 8

No Comments

City of Everett, WA – Govt Twitter Page Feedback received as of 3/31/2021 https://twitter.com/everettcity

Total impressions (reach): 6,071

Total engagement: 117

Retweets: 4 Likes: 3

Public Presentation Feedback Received in March 2021

Two public presentations on the 2021 ADA Transition Plan for the Public Right of Way were given in March 2021. During these presentations, comments and questions were submitted, and answers provided during these presentations. Commenters were also directed to submit their feedback to the methods available on online open house.

Everett Transportation Advisory Committee Meeting Presentation on 3/18/2021

A presentation was given on 3/18/2021 at Everett's monthly Transportation Advisory Committee (TAC) meeting on 3/18/2021. This presentation was recorded and posted to the Online Open House.

The meeting was attended by members of the TAC, Everett City Staff, and members of the public.

Comments, questions, and answers submitted during the presentation were recorded and are included below.

Question: TAC member asked if dense areas of private senior housing were specifically considered in creating the priority framework.

Response: City staff responded that senior housing facilities specifically are not currently part of the framework, but priorities are open to revision based on input.

Question: TAC member asked where access to parks fall in the prioritization framework.

Response: City Staff responded that barriers outside of City parks fall under priority two barrier removal, while any barriers inside a park would be the responsibility of the Parks Department.

Question: Community member asked how uneven sidewalks in residential areas are being addressed, especially in older parts of the City.

Response: City Staff responded that each of those areas would be analyzed under the prioritization framework. It is important to note that residential sidewalks are typically the responsibility of the adjacent underlying property owner.

Question: TAC member referenced a photo of 52nd St SE and Colby Ave from the presentation where there is a missing section of sidewalk and asked if that would be considered a barrier.

Response: City Staff responded that missing sections of constructed sidewalk are not necessarily considered barriers in the transition plan because the City already utilizes strategies to address and build new portions of sidewalk during roadway construction projects.

Question: TAC member acknowledged Federal requirement changes for pavement overlays, which have been recategorized from maintenance to construction projects and necessitates updating pedestrian facilities to meet ADA specifications. He asked if the City has any ability to mitigate those requirements in areas with low pedestrian traffic and adequate facilities to make upgrades in area with greater need. **Response:** City Staff clarified that Federal and State funding is often non-fungible between projects and must meet strict requirements under the Federal ADA. Everything outside of these projects is analyzed under the prioritization framework.

Response: City staff added that maintenance completed with local funding can follow the 2010 ADA Safe Harbor Provisions. This allows the City to evaluate ramps based on compliance with the 1991 ADA standards and allow them to remain in place until alterations are made.

Question: TAC member asked how the City handles issues of overgrown vegetation to assist with issues that might affect the sight impaired.

Response: City Staff acknowledged that overgrown vegetation is considered an obstruction of the sidewalk. Service requests can be submitted to the City directly, where they are forwarded to our streets Department.

Response: City staff added that the City evaluates obstruction concerns and will initiate a compliance process with the adjacent property owner when needed, as it is their responsibility to care for the sidewalk. If the property owner does not remove the obstruction in a timely manner, their case may be forwarded to Code Enforcement. The City can also work with property owners to assist in obstruction removal when needed.

Question: Community member asked how the Everett sidewalk replacement program works with ADA groups to identify sidewalks that needs to be repaired or replaced sooner than later? **Response:** City Staff responded that evaluations are completed on specific ADA requests, while sidewalks improvements are frequently included in roadway construction, transportation improvement, and safety projects.

Question: TAC member asked if the City has criteria for placing crosswalks.

Response: City staff answered that crosswalks are installed based upon a City of Everett engineering study looking at pedestrian volume, location, and safety. Previous studies indicate that improper placement can make a location more dangerous for pedestrians. The City evaluates several criteria before installing a crosswalk and City staff noted that the best crosswalks exist where drivers anticipate and expect to see a pedestrian and a pedestrian expects to be seen by the driver.

SNOTRAC Meeting Presentation on 3/19/2021

A presentation on 3/19/2021 was given to SNOTRAC, which is a community advocacy organization focused on transportation needs in Snohomish County. Comments, questions, and answers submitted during the presentation were recorded and are included below.

Question: Community member commented on the need to address signal crossing timing at crosswalks, flags at crossings for people with mobility aids who are less visible to vehicles, and a general citywide review of intersection signal timing for crosswalks

Response: City Staff responded by encouraging the community member to submit specific locations to Everett's online service form and that she would discuss this feedback with Everett's ADA committee.

Question: Community member said that Right hand turns have been an issues for those with disabilities as they have the "walk" and the cars have a green. I saw a city, not sure where now but they had yellow flashing lights for that turn lane. Just a thought! Great Job too!!

Response: City Staff thanked the community member for his comment, encouraged him to submit specific locations to Everett's online service form, and that she would discuss this feedback with
Everett's ADA committee.